

UNICO Y+H

330 YALE AVE N

EARLY DESIGN GUIDANCE MEETING 2

PROJECT 3029233 | 03.28.2018

Unico | PERKINS+WILL



LAKE UNION

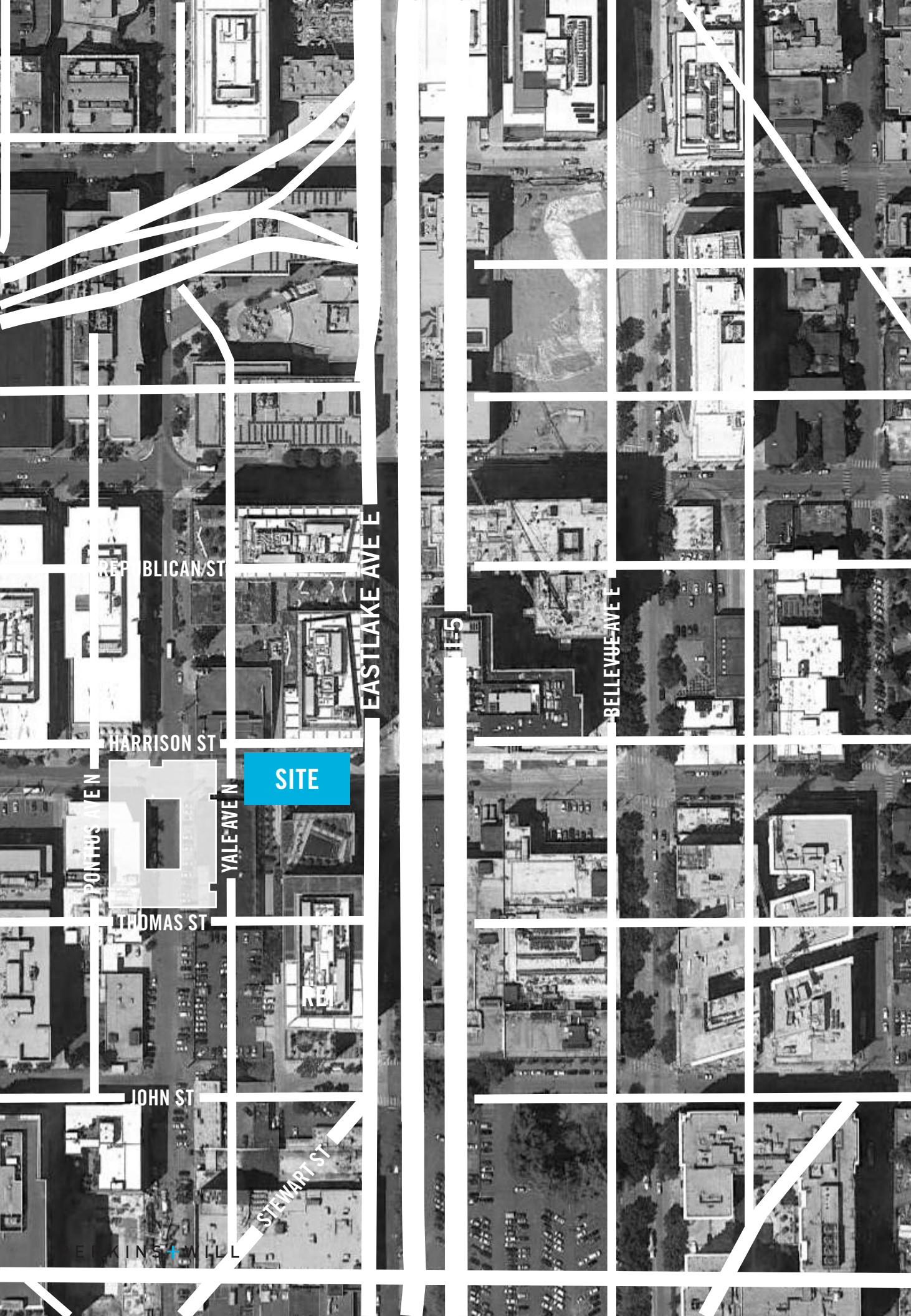
GATES  
FOUNDATION

AURORA AVE

DENNY PARK

DENNY WAY





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PROJECT SUMMARY /

SITE INFORMATION

The site is located at 330 Yale Avenue N and is bounded by Thomas Street to the south, Eastlake Ave E to the east, Harrison Street to the north, and Yale Avenue N to the west.

The site dimension is approximately 120' x 251' (30,120 sf).

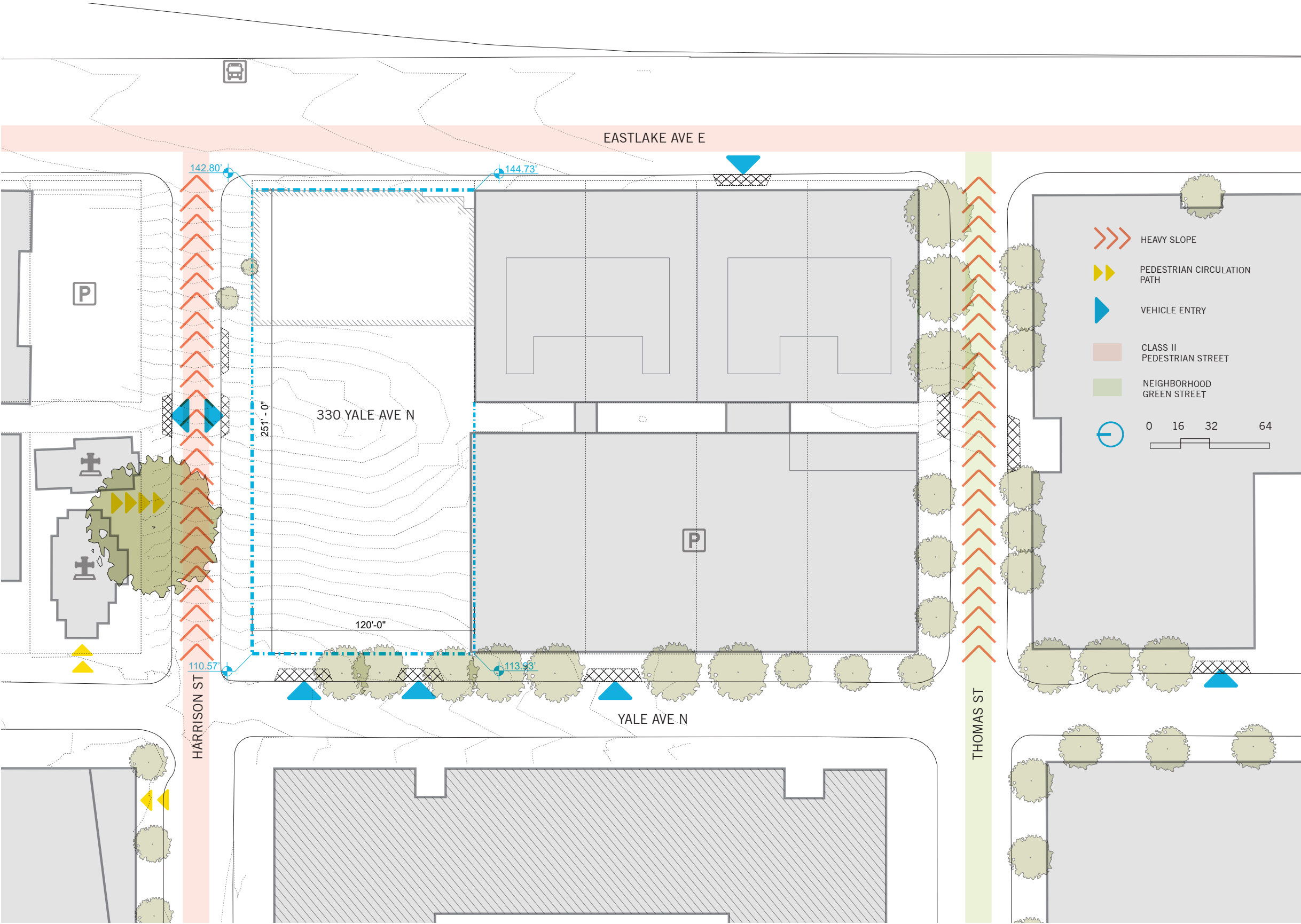
The site slopes up to the east, rising from +110' at the corner of Harrison and Yale to +142' at the corner of Harrison and Eastlake, for a total elevation gain of 32'.

LEGAL DESCRIPTION

ADDRESS: 330 YALE AVE N, SEATTLE, WA 98109  
PARCEL NO.: 684770-0115, 684770-0065  
OWNER: UPI EASTLAKE & THOMAS LLC  
LEGAL DESCRIPTION: LOTS 1, 2, 11, AND 12, BLOCK 22, PONTIUS ADDITION TO SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 151, IN KING COUNTY, WASHINGTON;  
TOGETHER WITH PORTION OF VACATED ALLEY WHICH ADJOIN SAID LOTS 1, 2, 11, AND 12 AS ATTACHED BY OPERATION OF LAW UNDER CITY OF SEATTLE ORDINANCE NUMBER 109065; EXCEPT THE EASTERLY FIVE (5) FEET OF SAID LOTS 11 AND 12 CONDEMNED FOR WIDENING OF EASTLAKE AVENUE EAST IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 78693 UNDER ORDINANCE NUMBER 23374 OF THE CITY OF SEATTLE SITUATE IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON STATE.

PROGRAM

- 9 Stories Office (200,000 SF)
- Ground floor retail
- 1 Level Below Grade Parking
- 55 Parking Stalls





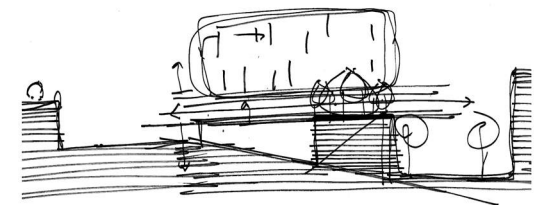
## DEVELOPMENT OBJECTIVES /

The proposed project contains 200,000 SF of high-tech office space with ground floor retail and 56 below-grade parking stalls.

There are two primary development objectives for 330 Yale Avenue N:

- Provide an elegant building design that responds efficiently to the site constraints and provides flexibility for a speculative office user.
- Provide an active ground-level retail and lobby space that contributes to the pedestrian experience.

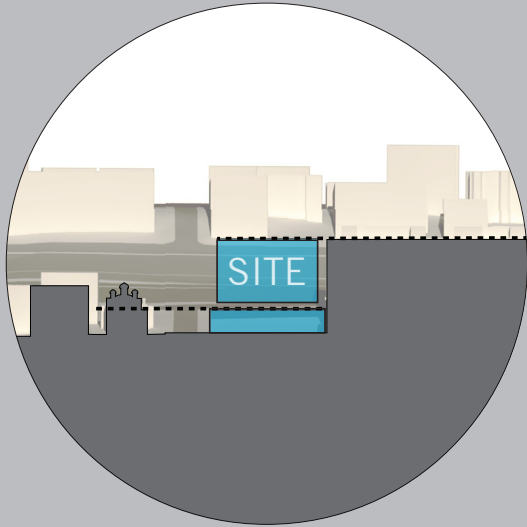
The design concept is focused on integration with the surrounding context and topography, maximization of views, and careful consideration of details that can be experienced both from a pedestrian level and from vehicles quickly passing on I-5.





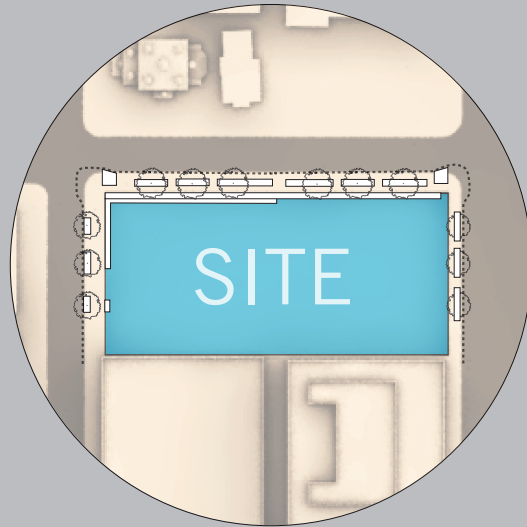
CS2-II-I HEIGHT, BULK, AND SCALE

ADDRESS EXISTING SITE DATUMS AND PROVIDE RELIEF FROM ADJACENT BUILDING



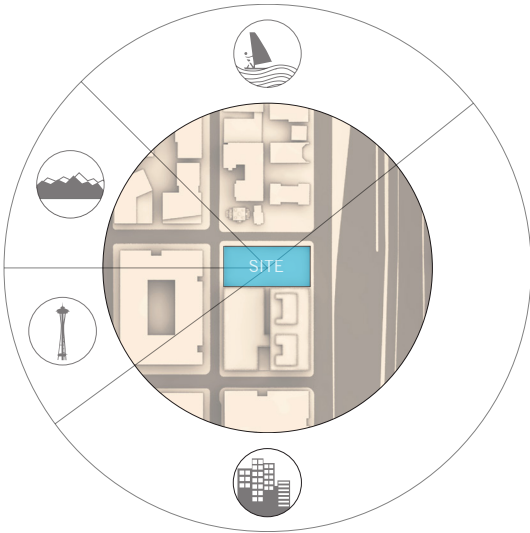
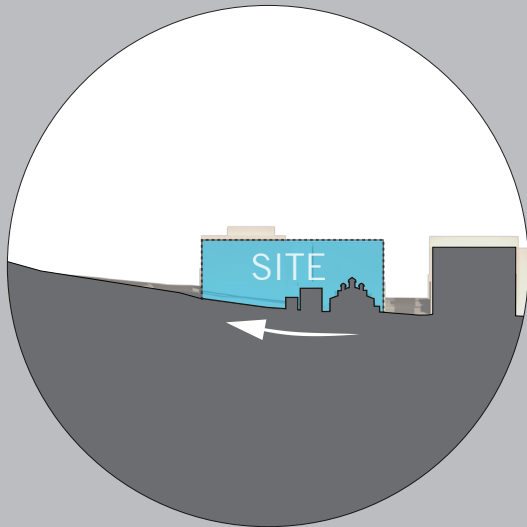
PL2-I-I STREETScape COMPATIBILITY

PROVIDE VISUAL INTEREST AND LANDSCAPING AT STREET LEVEL



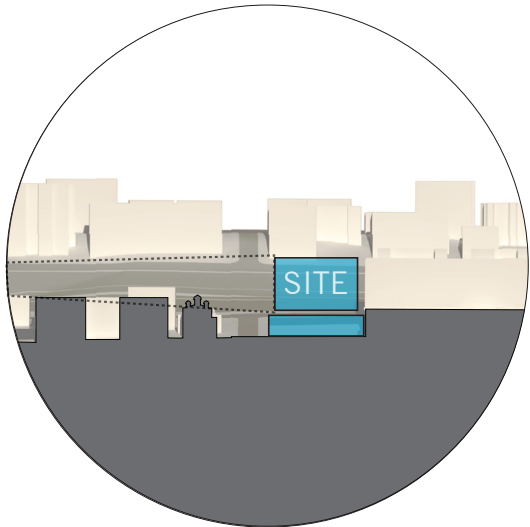
CS1-C TOPOGRAPHY

MAKE DESIGN DECISIONS THAT FOLLOW THE NATURAL TOPOGRAPHY OF THE SITE



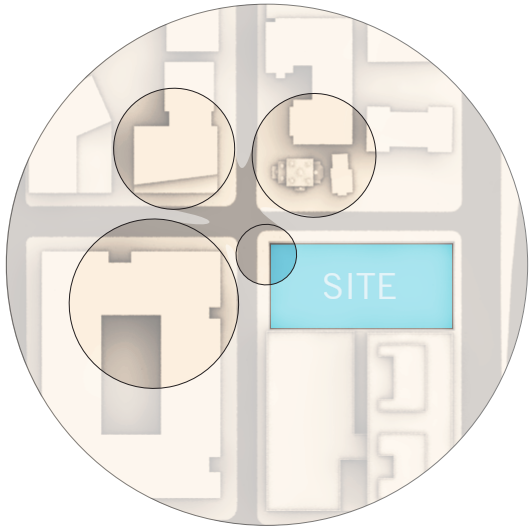
CS2-I-I RESPONDING TO SITE CHARACTERISTICS

TAKE ADVANTAGE OF VIEWS TOWARDS LAKE UNION, THE SPACE NEEDLE AND DOWNTOWN.



CS2-A-1 LOCATION IN THE CITY AND NEIGHBORHOOD: SENSE OF PLACE

CREATE A FACADE THAT RESPONDS TO NEIGHBORHOOD ATTRIBUTES AND CONTRIBUTES TO THE I-5 COMMUTE



PL3-II HUMAN ACTIVITY

ACTIVATE THE STREET CORNER OF YALE AVE N. AND HARRISON STREET



URBAN PATTERN AND FORM

CS2-II-I HEIGHT, BULK, AND SCALE

Address both the pedestrian and auto experience through building placement, scale and details.

RESPONSE:

The building site is highly visible from I-5 and will be a significant addition to the commuter experience. The nature of the site has led to the development of a simple yet elegant south facade that can pick up subtle color and texture from the surrounding environment without being overwhelming. While appealing to this larger scale, the building also responds to the lower datum of the surrounding buildings (ST. Spiridon in particular) to enhance the pedestrian experience at street level. The mass is divided into two simple volumes with a horizontal gasket between, creating a lighter and more natural scale for the pedestrian and tenants in surrounding buildings.

CS2-A-1 LOCATION IN THE CITY AND NEIGHBORHOOD: SENSE OF PLACE

Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

RESPONSE:

The building will serve as a sort of billboard along I-5, therefor the facade will contribute to the Seattle commute and is being carefully designed to respond to the neighborhood.

WALKABILITY

PL2-I-I STREETScape COMPATIBILITY

- i. Encourage provision of spaces for street level uses that vary in size, width, and depth.
- iii. Where appropriate, configure retail space so that it can spill-out onto the sidewalk.

RESPONSE:

- i. Landscaping is being driven by the desire to pull the pedestrian up towards Eastlake and into the site, which has led to the creation of long elegant lines. However, there is a playful element within the reflective soffits that provides a new and interesting experience for the pedestrian.
- iii. The project envisions an extremely porous corner at Yale Ave N. and Harrison ST. The floor plan provides the ability for retail to spill out onto the sidewalk and serve both the interior and exterior space at one time, blurring the boundary between interior and exterior and activating the streetscape on all sides.

PL1-A NETWORK OF OPEN SPACES

- 1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds.
- 2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

RESPONSE:

- 1. The design of the podium and additional landscaping are meant to draw the user and pedestrian around the building and across the site in an elegant and natural way. Our focus on improving Eastlake Ave E. contributes to the connectivity and broader network within the neighborhood. Major bike routes and transit lines run along Eastlake, and the addition of landscaping and trees will create a more friendly and inviting feel for that circulation corridor.
- 2. Addition of street trees on Eastlake Ave, a recessed entry along Yale Ave N., and landscaping that runs along the podium all serve to create a sense of place and positive pedestrian experience.

URBAN PATTERN AND FORM

CS2-I-I RESPONDING TO SITE CHARACTERISTICS

Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes.

RESPONSE:

Connection to views was an important driver for this project. As such, the building envelope is manipulated to take advantage of these opportunities. A generous roof deck and mid-level terrace provide additional ways in which to enjoy the views.

CONNECTIVITY

PL1-I-I HUMAN ACTIVITY

Keep neighborhood connections open, and discourage closed campuses.

RESPONSE:

The light and transparent feel of the podium, visual connections to human activity and greenery at the mid level terrace, and retail activation of the corner of Harrison ST. and Yale Ave N. all promote user-pedestrian interaction and connection points to the community.

PL1-II-I LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

Support the creation of a hierarchy of passive and active open space within South Lake Union.

RESPONSE:

Additional street trees and planting beds at Yale Ave N, Harrison ST., and Eastlake Ave E. as well as integration of planting along the facade of the podium create a green passageway that pulls the pedestrian up towards Eastlake. Precedents for greenery have been pulled from new neighboring developments, ST. Spiridon, and the Cascade Neighborhood to give the site an integrated feel.

PL1-III PEDESTRIAN OPEN SPACES AND ENTRANCES

Provide features that enhance the public realm, i.e. the transition zone between private property

STREET-LEVEL INTERACTION

PL3-II HUMAN ACTIVITY

- ii. Design facades to encourage activity to spill out from businesses onto the sidewalk and vice versa.
- iii. Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- iv. Create business and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.

RESPONSE:

- ii. See PL2-I-I-iii.
- iii. Retail opportunities are concentrated at the corner of Yale Ave N and Harrison ST. . This encourages pedestrian activity on the corner that is across from ST. Spiridon, the Stackhouse apartments, and the Cascade apartment complex (which is under construction). The placement of a porous retail space on the most active corner of the building is meant to create a hub for pedestrians, building users, and tenants of surrounding apartments.
- iv. See above.

NATURAL SYSTEMS & SITE

CS1-C TOPOGRAPHY

- 1. Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design.
- 2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.

RESPONSE:

The strong slope of the site along Harrison ST. (an elevation change of 32 feet along a 250’ site) has driven our design decisions for the form of the building. While landscaping follows the natural topography of the site, the podium datum holds strong to maintain its connection to surrounding elements. This also provides a variation in height of glazing and a closer proximity to the mid-level terrace as the pedestrian moves up towards Eastlake Ave E.

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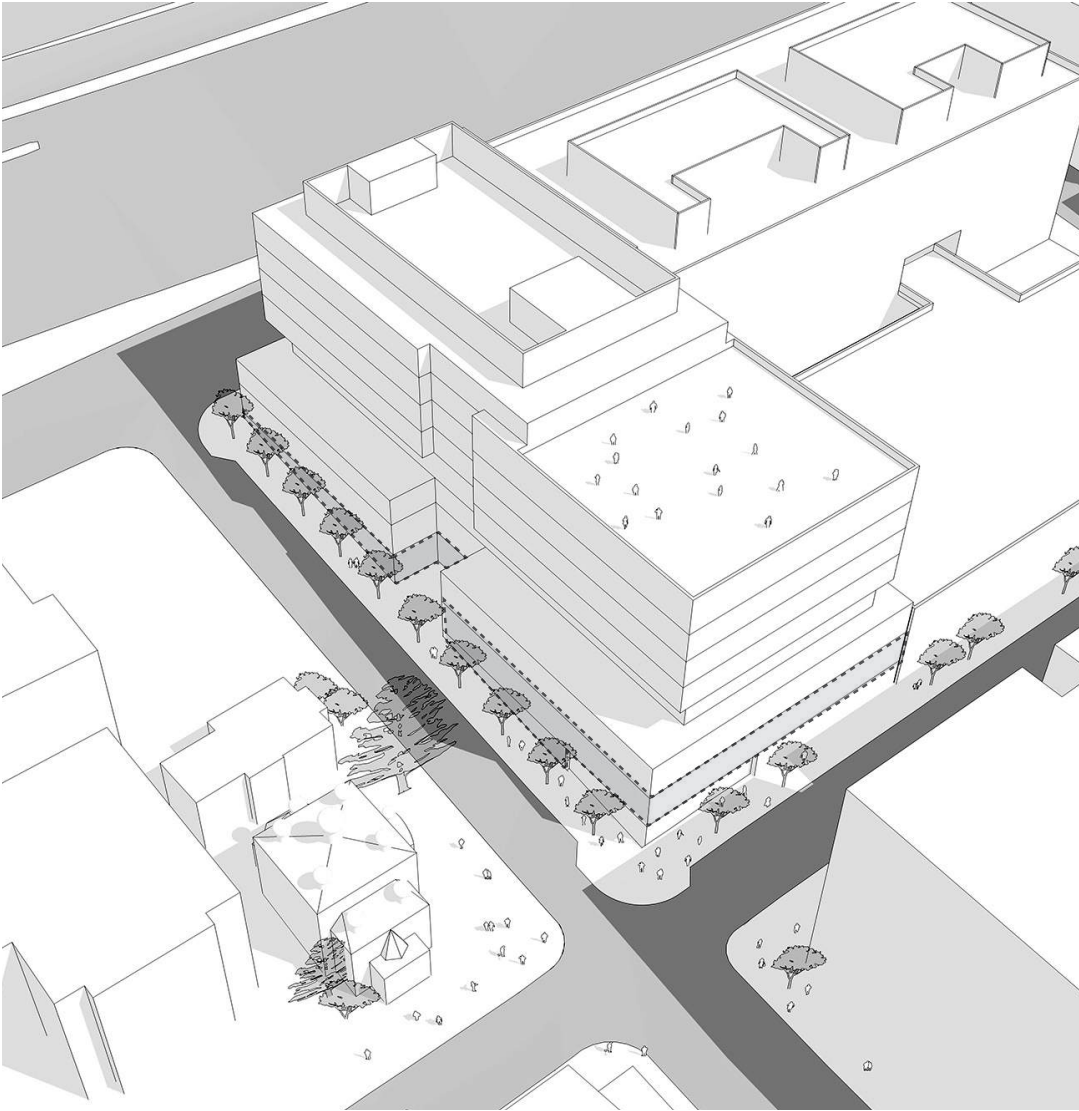


## **02 / WEST DESIGN REVIEW BOARD GUIDANCE**

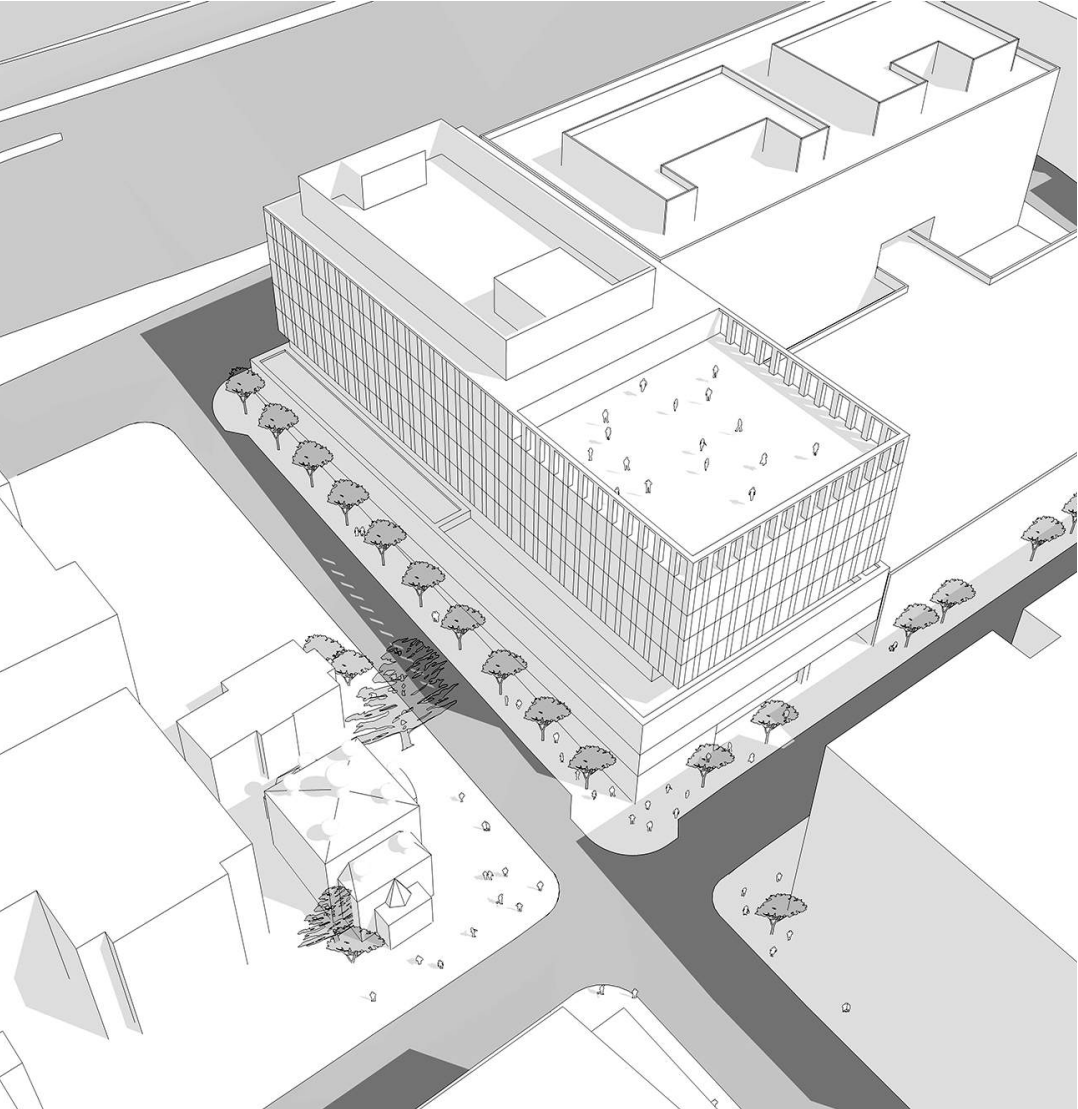
SUMMARY OF EDG #1 / MEETING COMMENTS

At the first EDG on 01/17/2018, the Design Review Board reviewed three massing options for the proposed development. The Board was supportive of further exploration of concepts 1 and 3. Additional guidance is described on the opposite page.

CONCEPT 1: DIVIDED MASS



CONCEPT 3: GRID





| THEME                                      | WEST DESIGN REVIEW BOARD GUIDANCE  | DESIGN RESPONSE   | DESIGN GUIDELINES   |
|--|--|---|---|
| 1. Massing and Response to Context         | “The Board commended the applicant’s presentation and use of study models. The Board agreed, however, that the proposal’s response to context was not yet clear and that the massing options needed to better respond to the surrounding context and streetscape. Of the massing options presented, the Board preferred Massing Option 1, as the bifurcated massing breaks down of the bulk and scale of the building, relates to the Seattle street-grid typology and positions the massing to step with topography. For this option, the Board agreed the massing could be broken into more than two volumes. The Board also saw merit in aspects of Massing Option 3, particularly the upper level landscape, but had significant concerns regarding the podium datum line which results in a uniform base with a limited height along Eastlake. The Board directed the applicant to return with a modified version of Massing Option 1 based on their guidance. (DC2-A-2, CS2-B-1, CS2-D-2)”   | <p>The design team has altered the massing of the podium to better reflect the bulk and scale of the surrounding streetscape and context, while maintaining a simplified, urban scaled form of the upper volume and landscape elements of Massing Option 3.</p> <p>The massing of the podium has been broken down into 2 major volumes, with a break in mass that corresponds to the alley across Harrison ST. This gives the podium a scale more consistent with that of ST. Spiridon and breaks up the massing in correspondence with the typical Seattle street grid. This also allows for a higher soffit height along Eastlake.</p> <p>See pages 14-19</p>   | DC2-A-2: Reducing Perceived Mass<br>CS2-B-1: Site Characteristics<br>CS2-D-2: Existing Site Features  |
| 2. Architectural Concept and Character     | “The Board discussed the additional design development of the architectural character shown in Massing Option 3 and agreed the limited massing changes and simplicity of the form made its success dependent on fine detailing and materials. The Board appreciated the use of color as an animating element in the design, but did not see a convincing connection to the context, and cautioned against using color to do the work that the architecture of the building should be conveying. The Board noted the thoughtful use of window proportions, depth and shadow could strengthen this solution, provided that these elements support the architectural concept, rather than simply being additive. (DC2-B, DC-2-C, DC2-D)”  | <p>The team has continued to study the use of subtle shading and color in this iteration of the design. However, the primary focus is the modulation of the podium and massing that responds directly to the site context.</p> <p>A material palette for the podium of the building is being thoughtfully considered to further enhance the pedestrian experience along Harrison ST.</p> <p>See pages 42-47</p>   | DC2-B: Architectural and Facade Composition<br>DC2-C: Secondary Architectural Features<br>DC2-D: Scale and Texture  |
| 3. Pedestrian Experience Public Realm      | <p>“The Board agreed on the importance of the permeability of the northwest corner of the building as it is across the street from ST. Spiridon Cathedral and gave the following guidance related to the streetscape:</p> <p>a. The Board agreed the corner of Yale and Harrison is critical to address and needs further conceptual development. The Board supported the setbacks shown in Massing Option 3 along Yale and Harrison, and encouraged the applicant to continue to develop the corner accordingly, perhaps by incorporating street-level setbacks and active uses to support the pedestrian realm and connect to the landmarked church across the street. (CS2-A-1, CS2-B-2, CS2-C-1, PL1-A, PL1-B)</p> <p>b. The Board agreed the whole street edge on Harrison should read as a pedestrian environment with opportunities for sitting and ‘being’ in the right of way. In order to create a fully realized pedestrian environment, the Board recommended incorporating landscape and human scale architectural elements. The Board also observed the mid block would be an ideal location for a pedestrian ‘eddy’ or additional entrance. (PL1-A-2, PL1-B-3, PL2-B-3)</p> <p>c. The Board identified Eastlake as a growing transit hub and corridor and agreed the frontage should be treated as an active pedestrian edge with scale and transparency, rather than the back of the building. (PL4, PL3)”</p> | <p>a) The corner of Yale and Harrison has been further developed to include increased setbacks along Harrison that can help to activate the corner with active uses. The larger setback creates an indoor outdoor terrace and possibilities for seating and active use.</p> <p>b) The new modulation of massing along Harrison has created a mid block pedestrian eddy that corresponds to the alley across the street. This mid block relief can be used as a pedestrian area of refuse, and a potential location for seating or a bicycle repair station.</p> <p>c) The team recognizes Eastlake as a growing transit hub, and has taken additional steps to improve the streetscape by doubling the grade to soffit height, integrating a green wall that could potentially be replaced by retail space in the future, and providing street trees and planting along Eastlake to enhance the street edge.</p> <p>See pages 20-37</p> | CS2-A-1: Sense of Place<br>CS2-B-2: Connection to the Street<br>CS2-C-1: Corner Sites<br>PL1-A: Network of Open Spaces<br>PL1-B: Walkways and Connections<br>PL1-A-2: Adding to Public Life<br>PL1-B-3: Pedestrian Amenities<br>PL2-B-3: Street Level Transparency<br>PL4: Active Transportation<br>PL3: Street Level Interaction |
| 4. Vehicular Access and Related Departures | <p>“The Board discussed the proposed vehicular and loading access and related departures. The Board questioned the location of vehicle access/curb cuts at the southwest corner, as vehicle access to the existing parking garage would be just adjacent. After considering the other alternatives, the Board agreed that the southwest location was the best option. (DC1-B)</p> <p>a. While the Board supported the location of vehicular access at Yale, the Board recommended consolidating the driveways into one to be consistent with Design Guidelines which prioritize minimizing the presence of service areas and disturbance of the sidewalk for pedestrian safety. (DC1-B)</p> <p>b. For the requested departures related to curb cuts, the Board gave guidance to clearly demonstrate how the streetscape experience is maintained with active uses and how the resulting design is a better solution and meets the intent of the Design Review Guidelines. The Board indicated that strengthening that the streetscape pedestrian experience with active uses at the corner would help justify the related departures and better meet Design Guidelines priorities. (CS1-C, DC1-A, DC1-B)”</p>  | <p>a) The team has done additional studies on the impacts of consolidating vehicular access into a single curb cut, and concluded that it may cause additional safety concerns for vehicles and pedestrians.</p> <p>See pages 38-39</p> <p>b) The team has significantly strengthened the streetscape pedestrian experiences through increased setback and altered massing along Harrison ST. and at the corner of Harrison and Yale. The activation of these surrounding areas justifies the use of a double curb cut at Yale.</p> <p>See pages 40-41</p>  | DC1-B: Design of Parking Lots Near Sidewalks<br>CS1-C: Topography<br>DC1-A: Arrangement of Interior Uses<br>DC1-B: Vehicular Access and Circulation   |

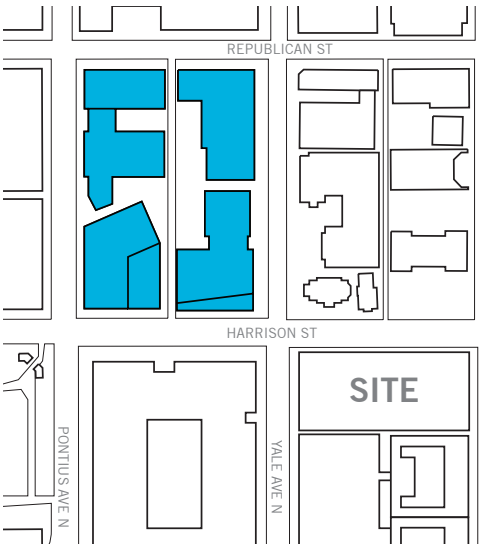


USES AND ARCHITECTURAL CHARACTER

The Stackhouse Apartments occupy the full block northwest of our site. The apartments are a restoration and adaptive reuse of the Supply Laundry Building, a Seattle historic landmark. A wide variety of materials and multiple levels of architectural modulation exist at the pedestrian realm.

DESIGN RESPONSE

The pedestrian experience is a focal point of the Stackhouse Apartments; our proposal complements this development by providing a softer, greener streetscape along Harrison with multiple places to gather and sit. The apartments also include thoughtfully landscaped terrace areas, which we will look to for inspiration as we develop upper-level green space.



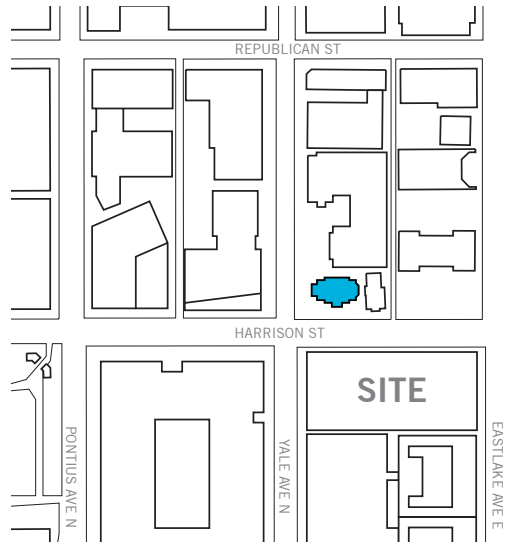


USES AND ARCHITECTURAL CHARACTER

The ST. Spiridon Cathedral church was built in 1895 and was formerly inhabited by a Greco-Russian group whose descendents formed ST. Spiridon. There is an active community within the church, and it is host to many religious events, services, baptisms, community events, and religious educational programs.

DESIGN RESPONSE

ST. Spiridon is an iconic part of the Cascade neighborhood. Its signature blue domes and gold accents are bold enough to be seen from I-5. We have looked to the church to establish architectural datums and have carved into the portion of our podium that directly faces the church. Our streetscape and plaza at Yale and Harrison will contain natural materials that compliment the church's warm, red brick.





# MASSING AND RESPONSE TO CONTEXT

DESIGN GUIDELINES

- DC2-A-2: Reducing Perceived Mass
- CS2-B-1: Site Characteristics
- CS2-D-2: Existing Site Features

WEST DESIGN REVIEW BOARD GUIDANCE

Proposal’s response to context is not yet clear - design needs to better respond to surrounding context and streetscape.

Preference towards Massing Option 1, as bifurcated massing breaks down bulk and scale of building, relating to the Seattle street grid typology and positions the massing to step with the topography.

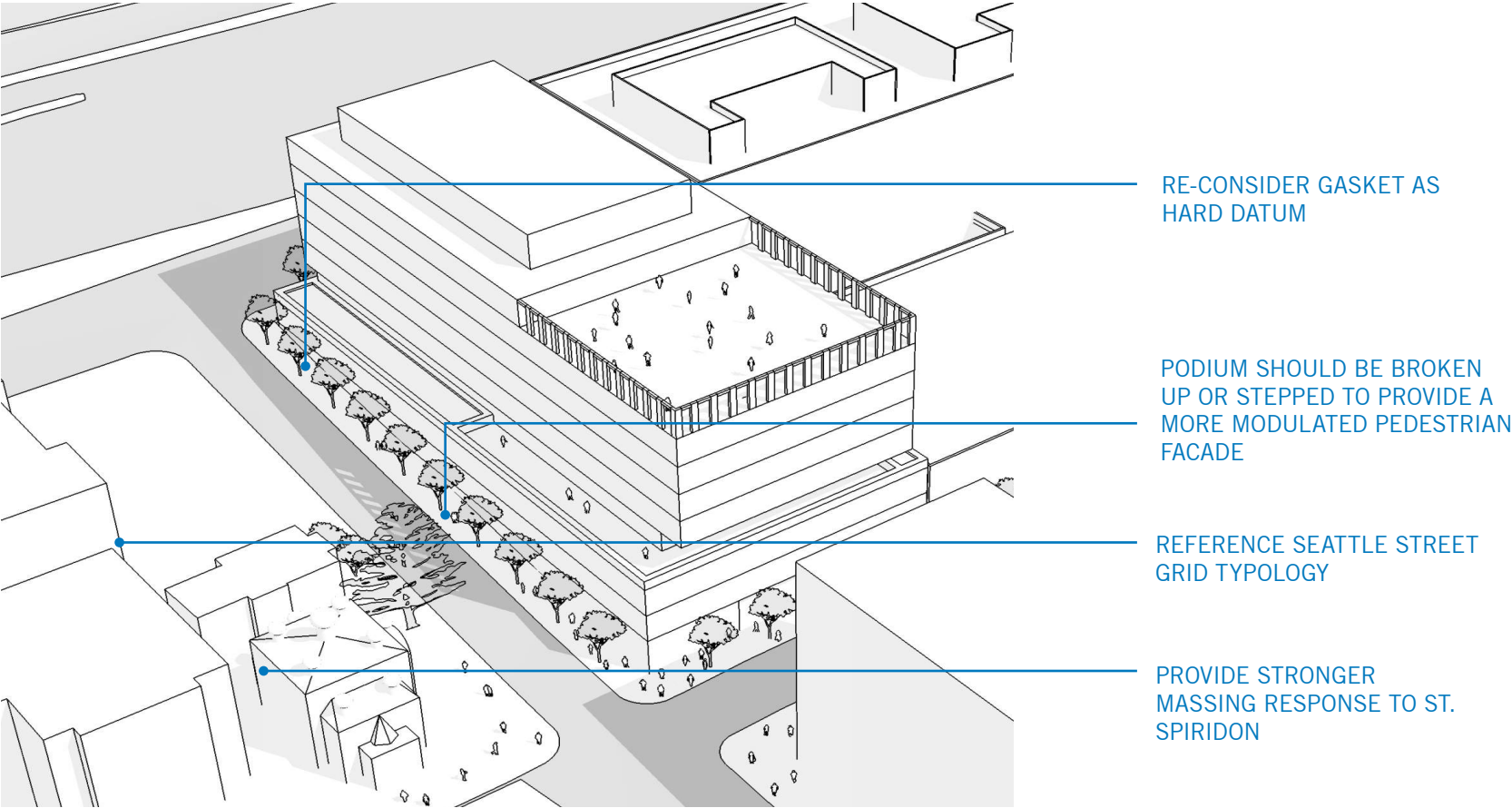
Massing could be broken down into two or more volumes.

Merit in Massing Option 3, particularly in upper level landscape, but has concerns regarding the podium datum line along Eastlake Ave E.

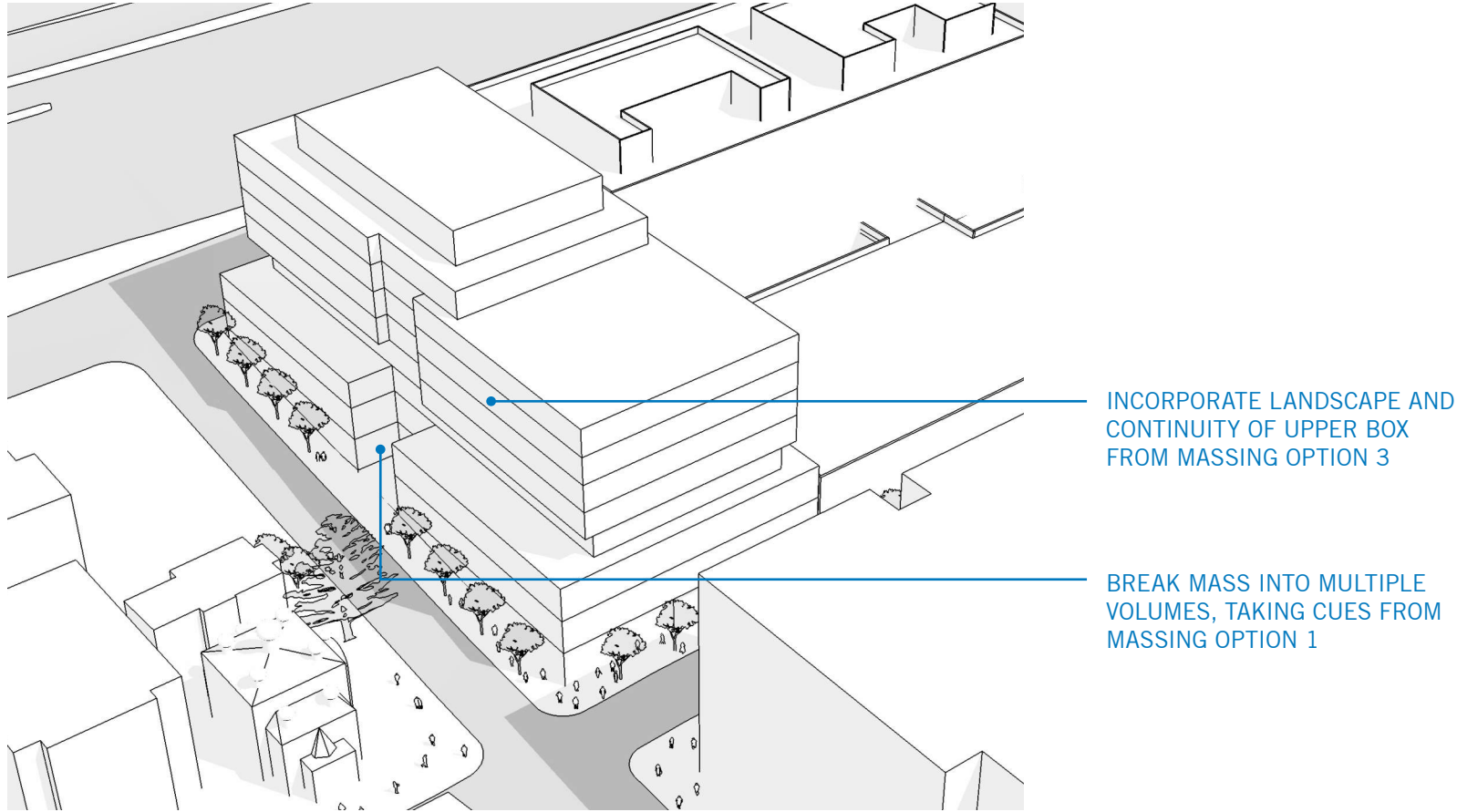
DESIGN RESPONSE

The design team has altered the massing of the podium to better reflect the bulk and scale of the surrounding streetscape and context, while maintaining a simplified urban scaled upper form and landscape elements of Massing Option 3.

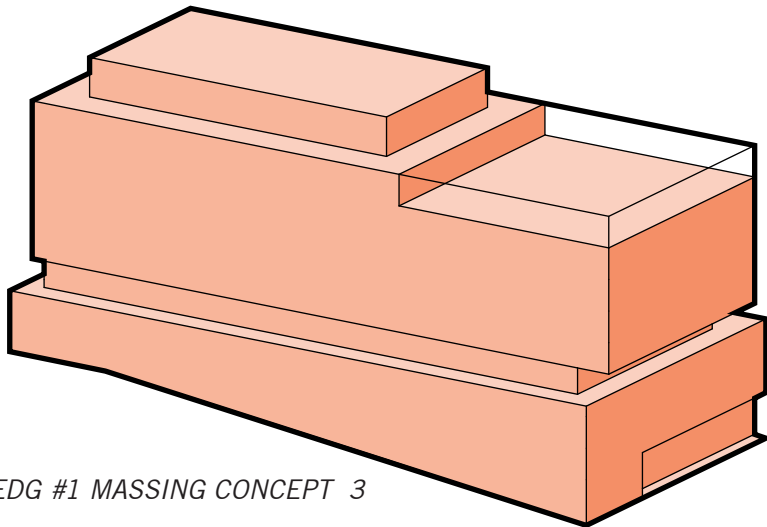
The massing of the podium has been broken down into 2 major volumes, with a break in mass that corresponds to the alley across Harrison ST. This gives the podium a scale more consistent with that of ST. Spiridon and breaks up the massing in correspondence with the typical Seattle street grid. This also allows for a higher soffit height along Eastlake.



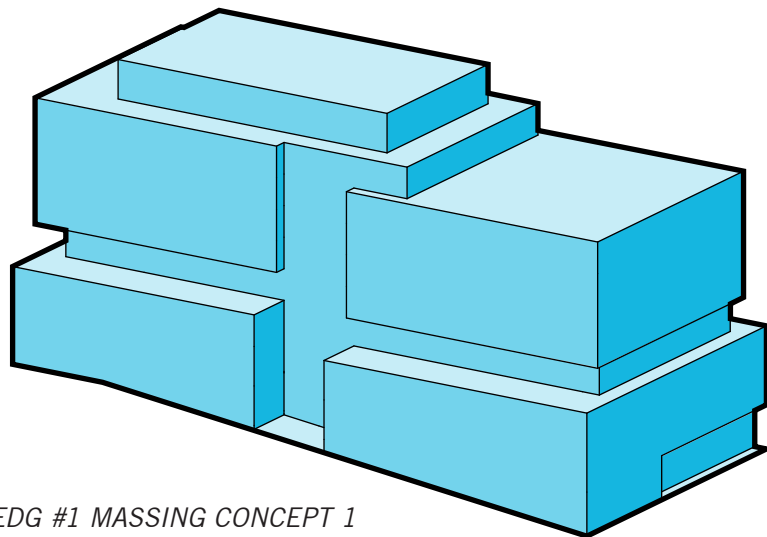
EDG #1 MASSING CONCEPT 3 - AERIAL VIEW FROM NW



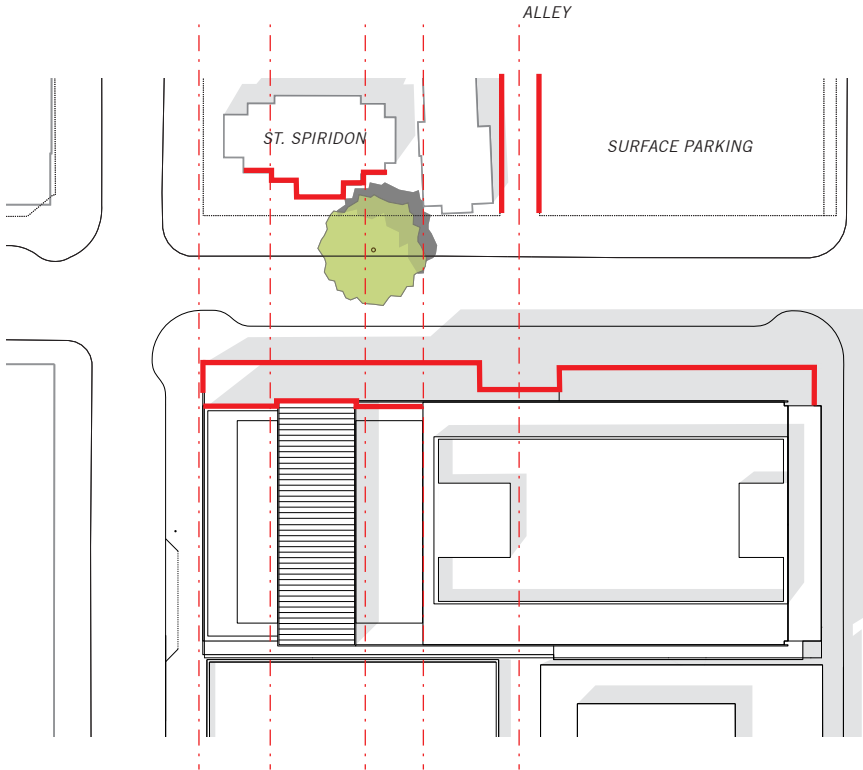
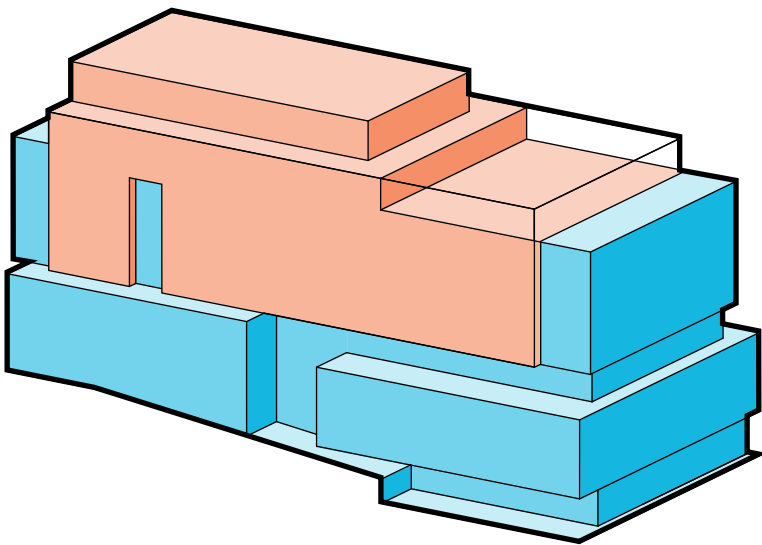
EDG #1 MASSING CONCEPT 1 - AERIAL VIEW FROM NW



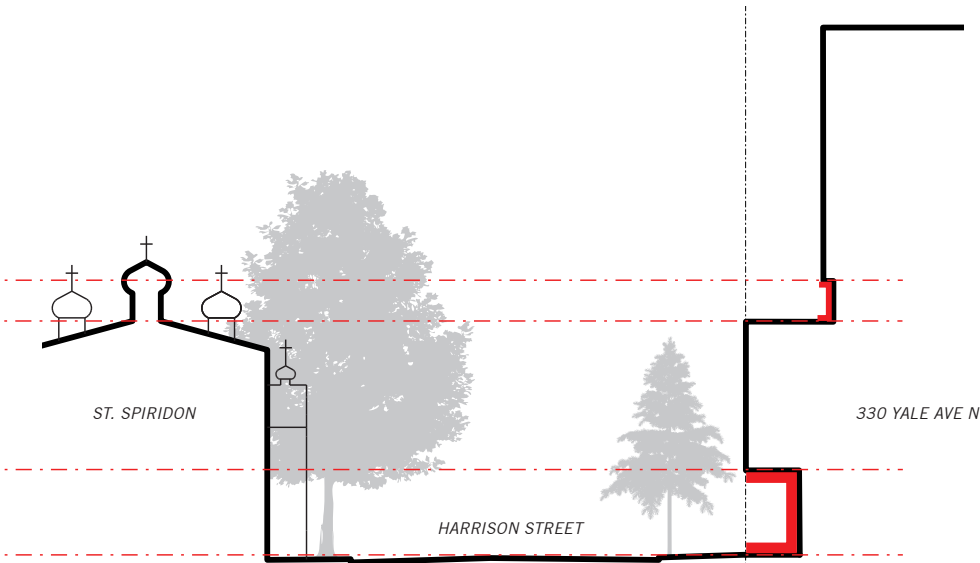
EDG #1 MASSING CONCEPT 3



EDG #1 MASSING CONCEPT 1



MODULATION OF NORTH FACADE  
IN RESPONSE TO SITE CONTEXT



SETBACK AT LEVEL 01 AND STEPPED PODIUM IN  
RESPONSE TO SITE CONTEXT

01 CONSIDER PREFERRED MASSING OPTIONS

02 COMBINE ELEMENTS THAT ADDRESS  
SCALE AND CONTEXT

MASSING AND CONTEXT DESIGN RESPONSE / MASSING STUDY CONTINUED.

After hearing the feedback given by the Board at EDG 1, the design team explored multiple ways to incorporate the favored features of concepts 1 and 3 and arrived a massing scheme that provides a stronger response to context and a richer pedestrian experience.



A



B



C



D



E



F



G



H

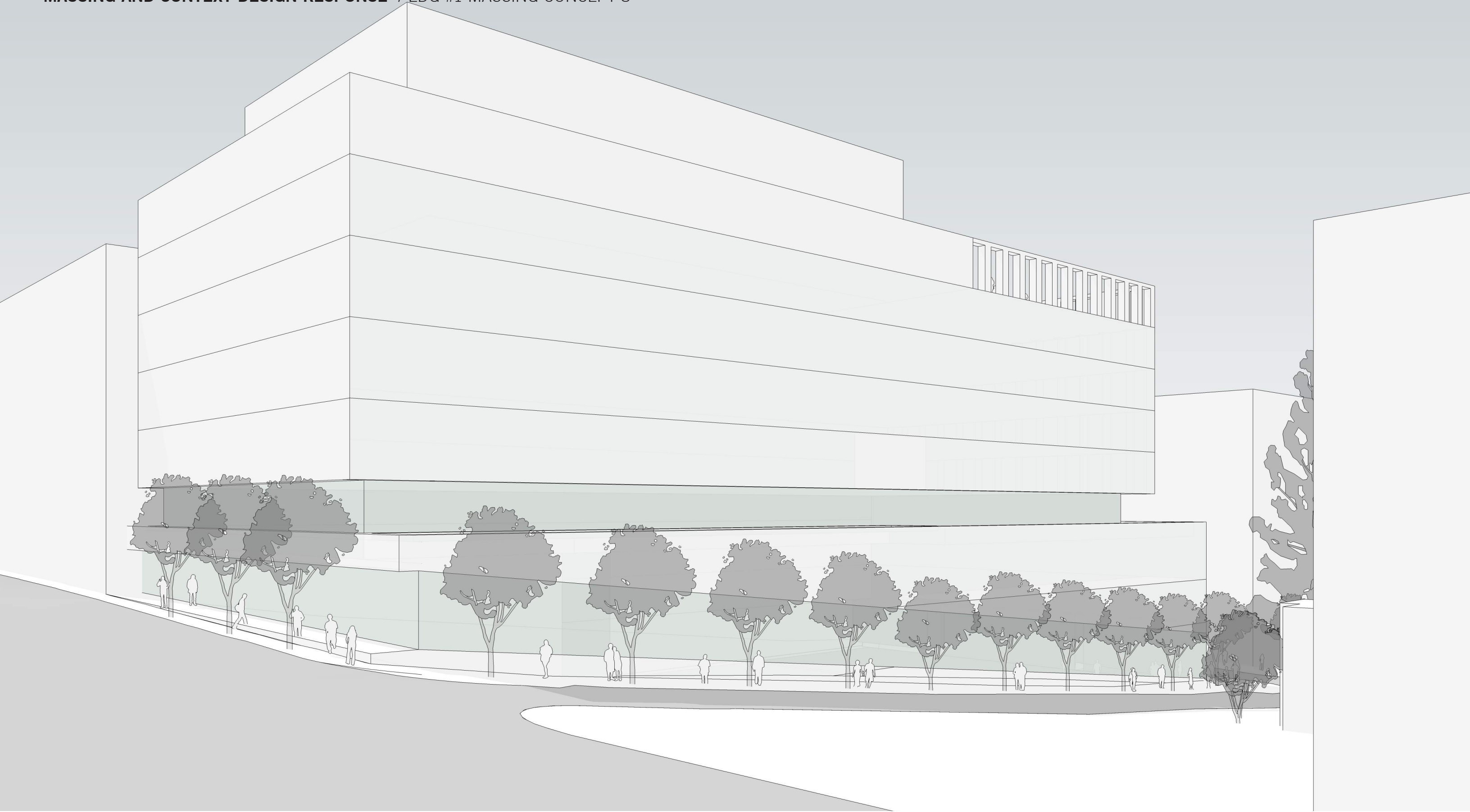


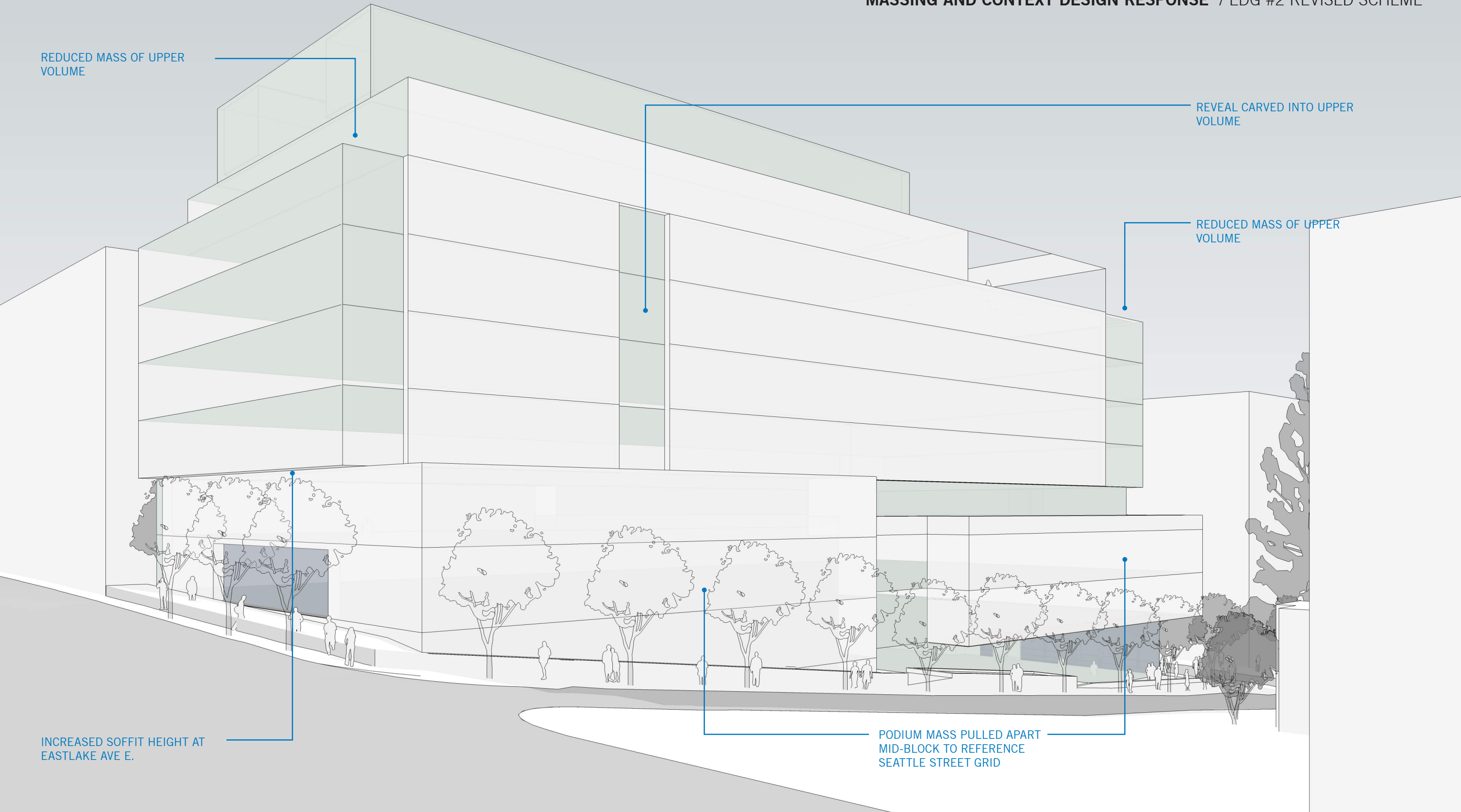
I





*EDG #2 REVISED SCHEME*







# PEDESTRIAN EXPERIENCE PUBLIC REALM

## DESIGN GUIDELINES

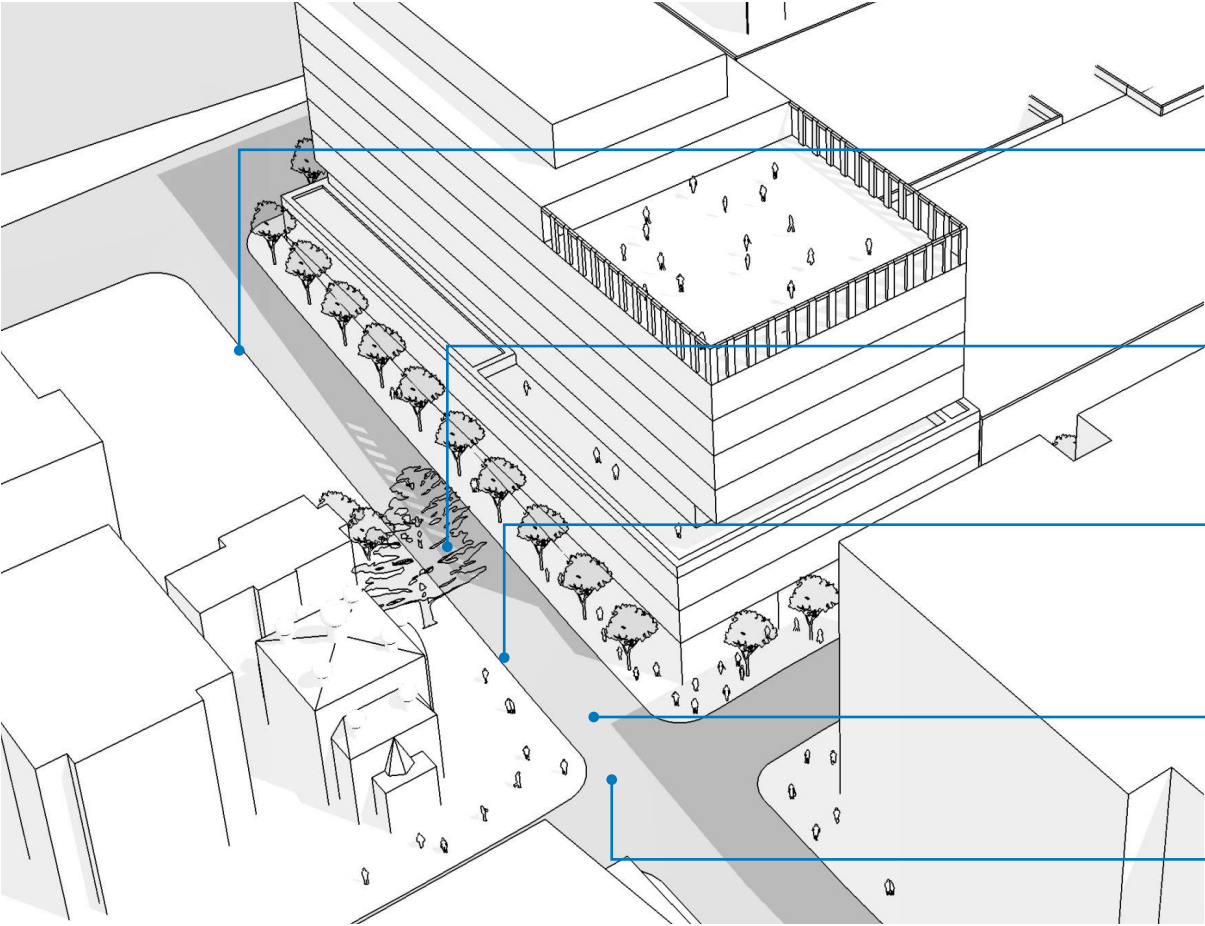
- CS2-A-1: Sense of Place
- CS2-B-2: Connection to the Street
- CS2-C-1: Corner Sites
- PL1-A: Network of Open Spaces
- PL1-B: Walkways and Connections
- PL1-A-2: Adding to Public Life
- PL1-B-3: Pedestrian Amenities
- PL2-B-3: Street Level Transparency
- PL4: Active Transportation
- PL3: Street Level Interaction

## WEST DESIGN REVIEW BOARD GUIDANCE

- a) Board agrees that corner of Yale and Harrison is critical to address and needs further conceptual development. Board supports the setbacks shown in Massing Option 3 along Yale and Harrison, and encourages applicant to continue to develop the corner accordingly, perhaps by incorporating street level setbacks and active uses to support pedestrian realm.
- b) Board agrees that the street edge of Harrison should be read as a pedestrian environment with opportunities for sitting and ‘being’ in the right of way. The board observed that mid block would be an ideal location for pedestrian eddy or additional entrance.
- c) Board identifies Eastlake as growing transit hub and corridor and agreed the frontage should be treated as an active pedestrian edge with scale and transparency.

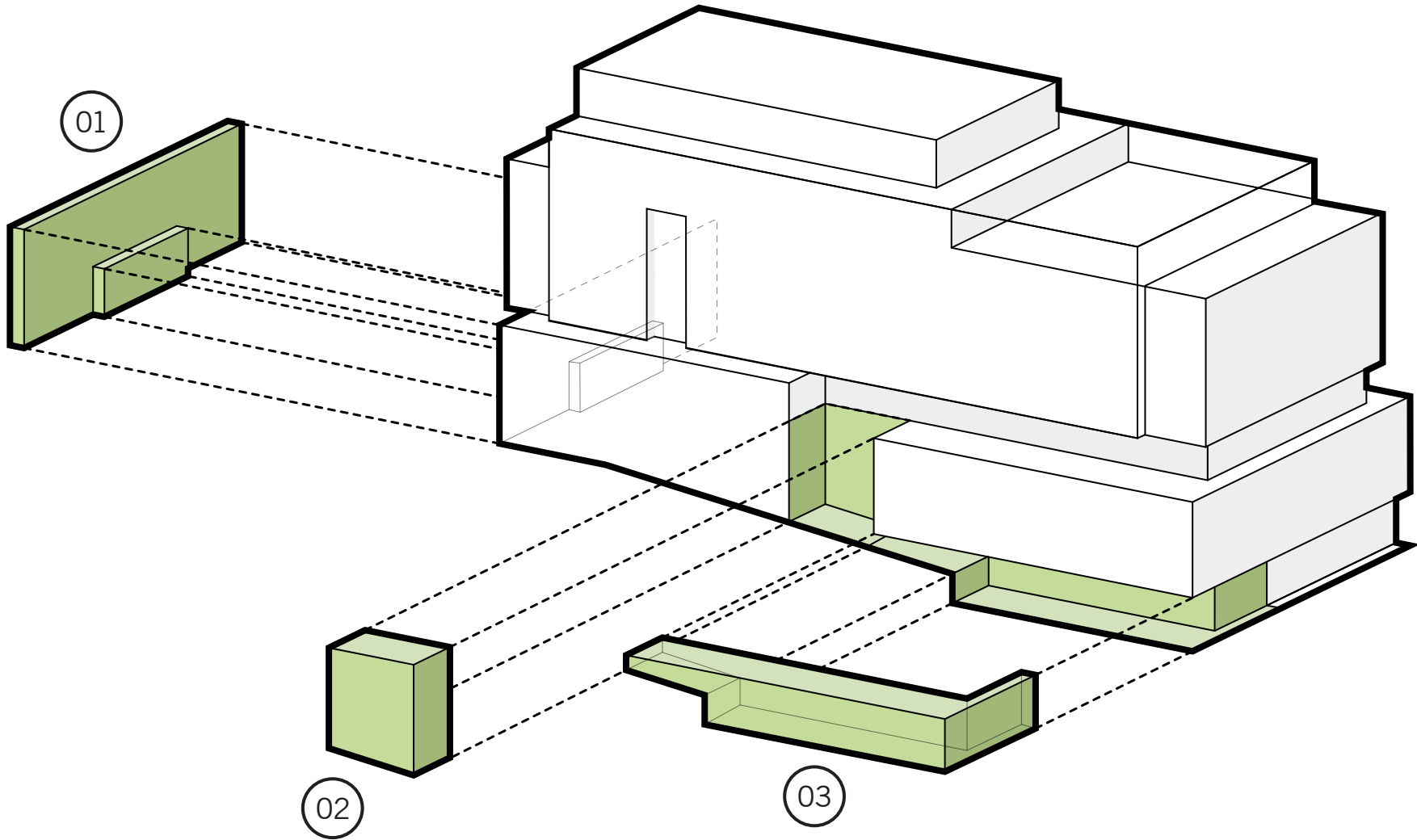
## DESIGN RESPONSE

- a) The corner of Yale and Harrison has been further developed to include increased setbacks along Harrison that can help to activate the corner with active uses. The larger setback creates an indoor outdoor terrace and possibilities for seating and active use.
- b) The new modulation of massing along Harrison has created a mid block pedestrian eddy that corresponds to the alley across the street. This mid block relief can be used as a pedestrian area of refuse, and a potential location for seating or a bicycle repair station.
- c) The team recognizes Eastlake as a growing transit hub, and has taken additional steps to improve the streetscape by doubling the grade to soffit height, integrating a natural feature wall that could potentially be replaced by retail space in the future, and providing street trees and planting along Eastlake to activate the street edge.



EDG #1 MASSING CONCEPT 3 - AERIAL VIEW FROM NW

- 01 TREAT EASTLAKE AS ACTIVE PEDESTRIAN EDGE AND GROWING TRANSIT HUB
- 02 MID BLOCK SEEN AS IDEAL PLACE FOR PEDESTRIAN EDDY
- 02 + 03 CREATE PEDESTRIAN ENVIRONMENT ALONG HARRISON
- 03 SUPPORT FOR SETBACK AT HARRISON AND YALE CORNER AS SHOWN IN MASSING OPTION 3
- 03 CONTINUE TO DEVELOP CORNER OF HARRISON AND YALE AS ACTIVE RETAIL CORNER



- 01 INCREASE WIDTH OF SIDEWALK AND SOFFIT HEIGHT ALONG EASTLAKE AVE
- 02 CREATE MID BLOCK PEDESTRIAN EDDY
- 03 CARVE LANDSCAPED TERRACE



PEDESTRIAN EXPERIENCE DESIGN RESPONSE / EXISTING CONDITIONS



EASTLAKE AVE E LOOKING North



EASTLAKE AVE LOOKING North



EASTLAKE AVE E LOOKING SOUTH



HARRISON ST. LOOKING WEST



HARRISON ST. LOOKING EAST



HARRISON ST. LOOKING EAST

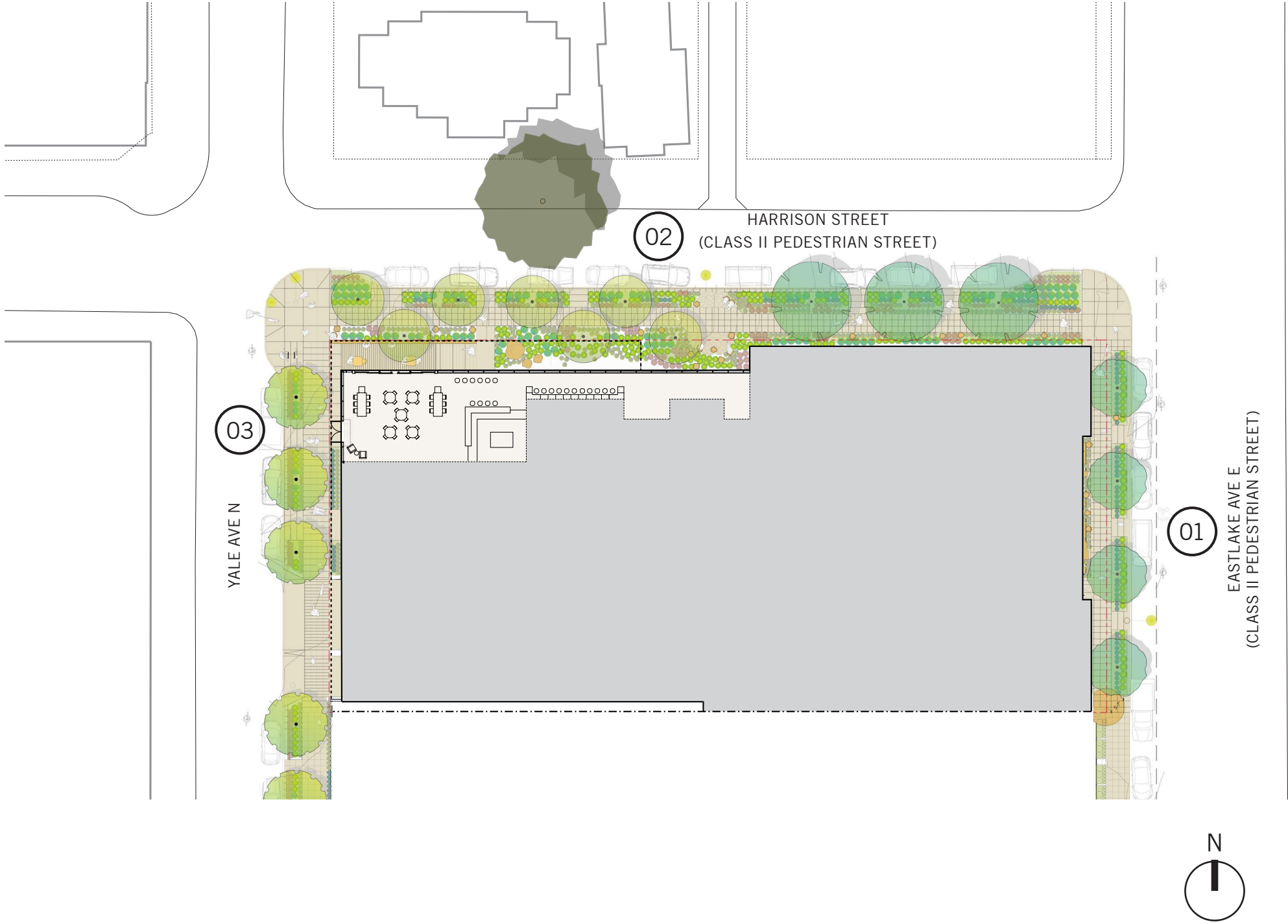


YALE AVE LOOKING North



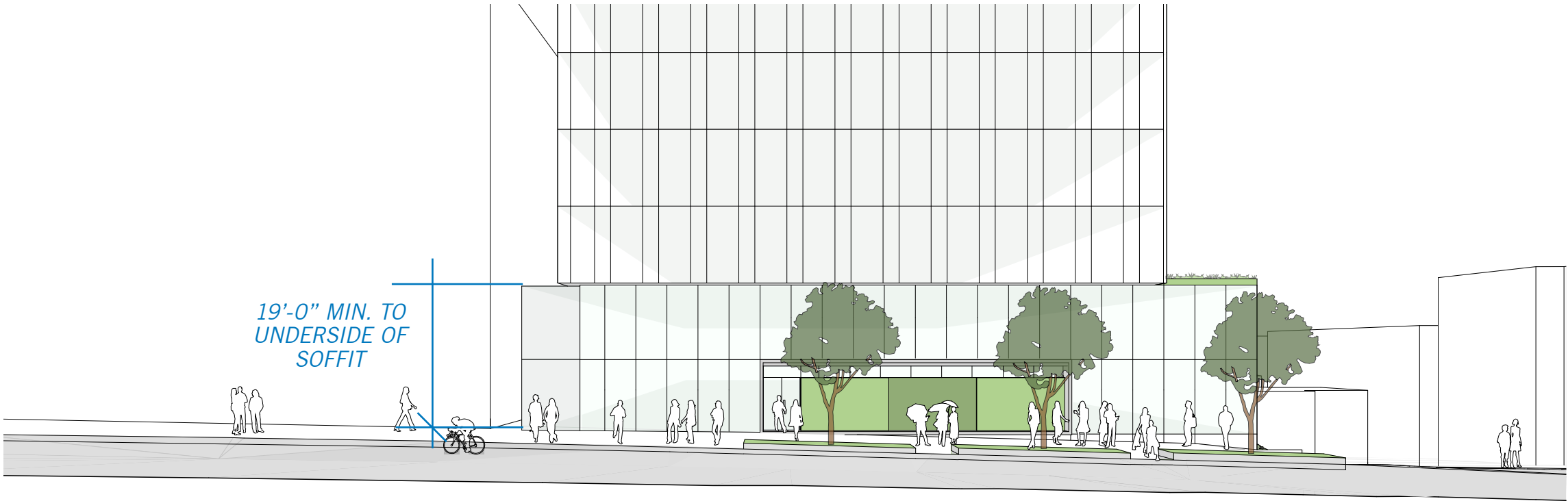
YALE AVE LOOKING SOUTH



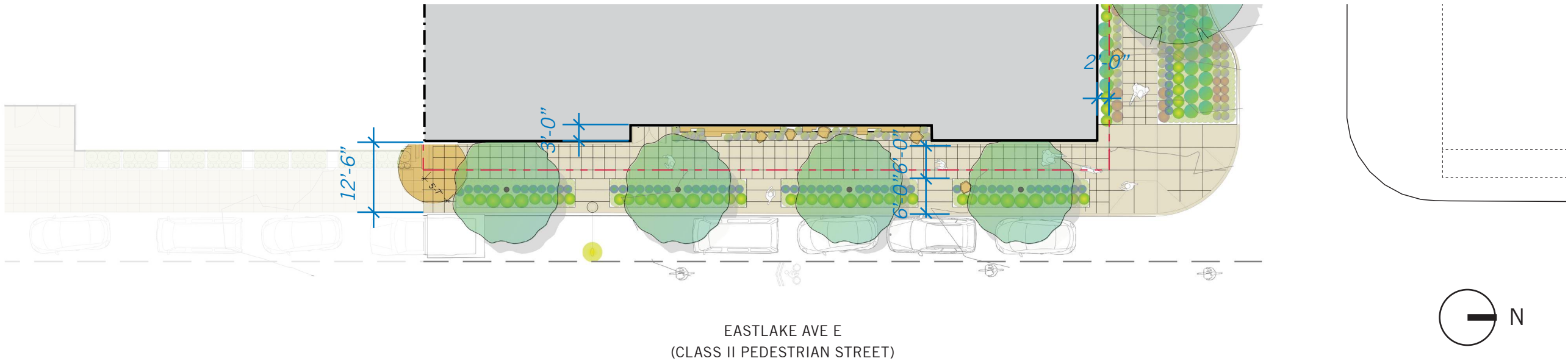




01



EAST ELEVATION



STREET LEVEL PLAN



SECTION CUT THROUGH EASTLAKE AVE E LOOKING SOUTH

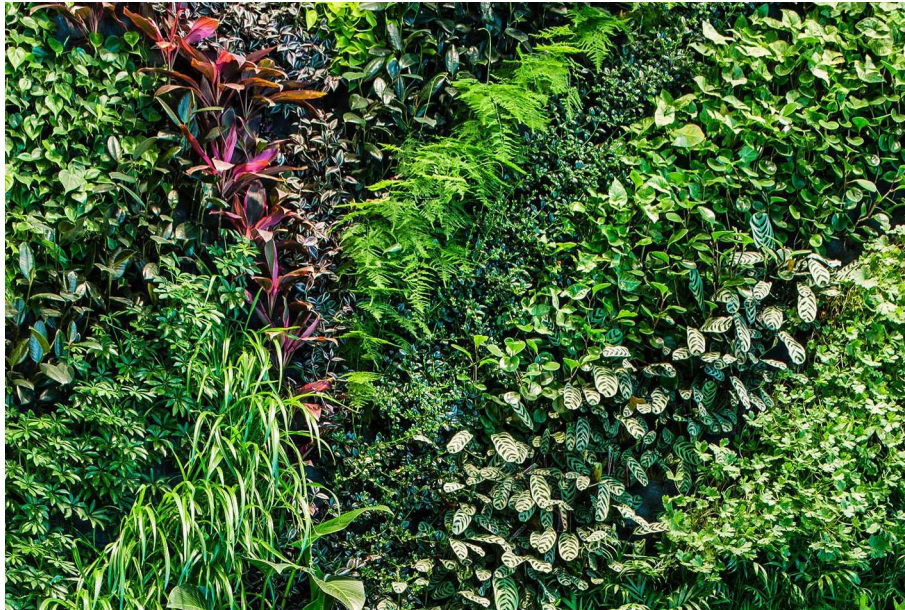




### EASTLAKE AVE E PUBLIC BENEFITS

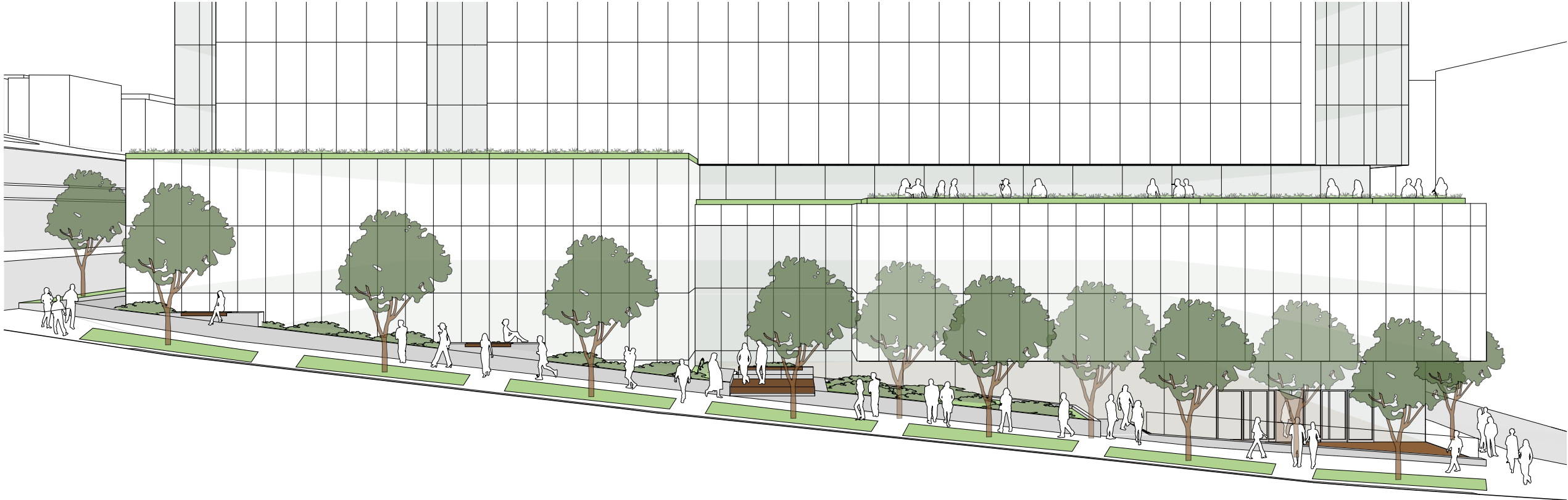
- VOLUNTARY BUILDING SETBACK ALONG EASTLAKE TO ALLOW FOR STREET TREES
- MINIMUM HEIGHT OF SETBACK IS 19' INCREASING TO 23' CLEAR AT EASTLAKE AND HARRISON CORNER
- FRAMED OPENING TO INCORPORATE EASTLAKE EGRESS AND ALLOW FOR FUTURE TENANT ENTRANCE
- GREEN WALL OR PUBLIC ART AT STREET LEVEL ALONG EASTLAKE



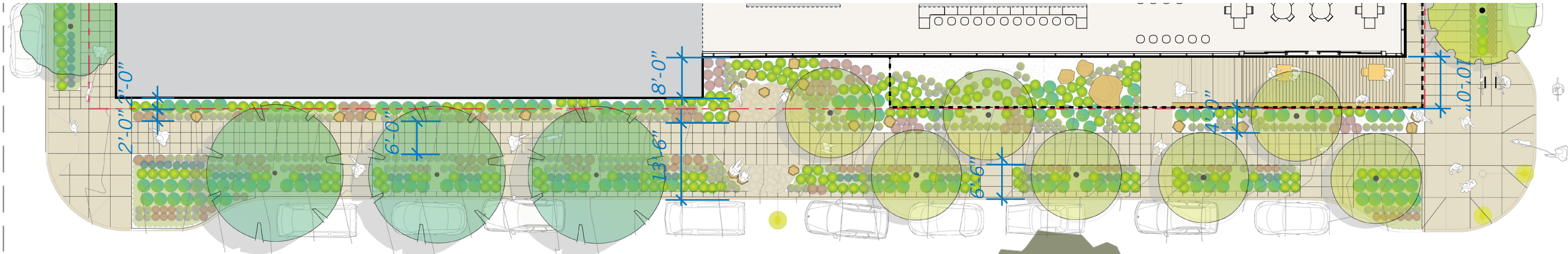




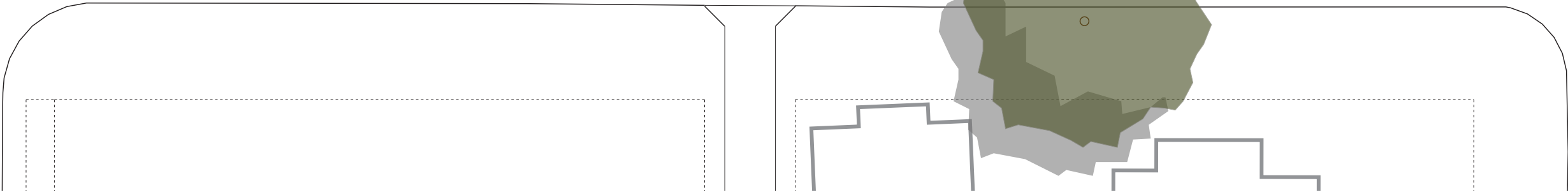
02



NORTH ELEVATION



HARRISON STREET  
(CLASS II PEDESTRIAN STREET)



STREET LEVEL PLAN





SECTION CUT THROUGH HARRISON STREET LOOKING EAST

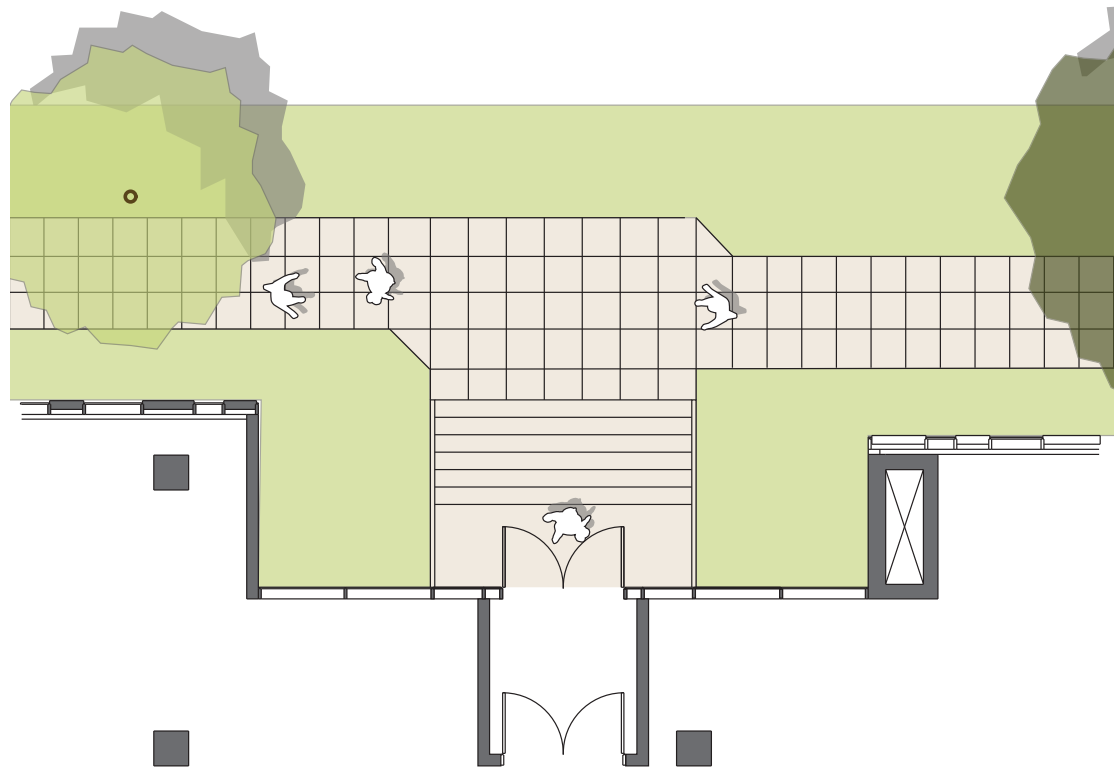




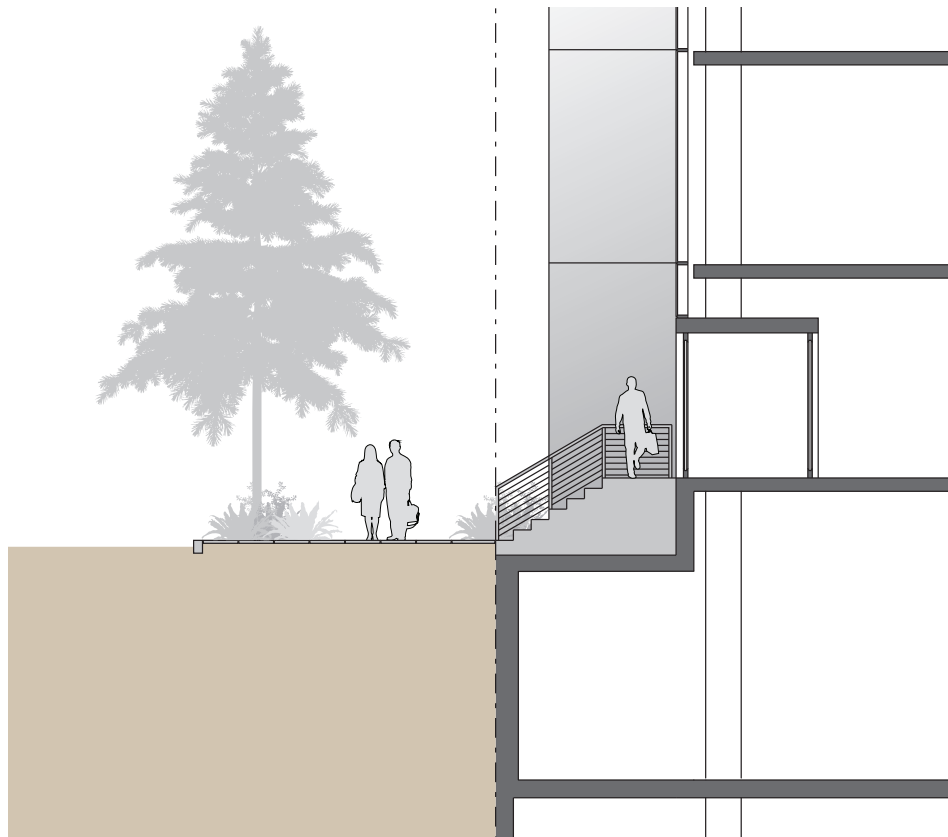
HARRISON STREET PUBLIC BENEFITS

- MODULATED FACADE LENGTH
- PROVIDED PEDESTRIAN EDDY AND SEATING
- PROVIDED PLANTINGS
- OPPORTUNITY FOR FUTURE ENTRANCE OFF OF HARRISON STREET

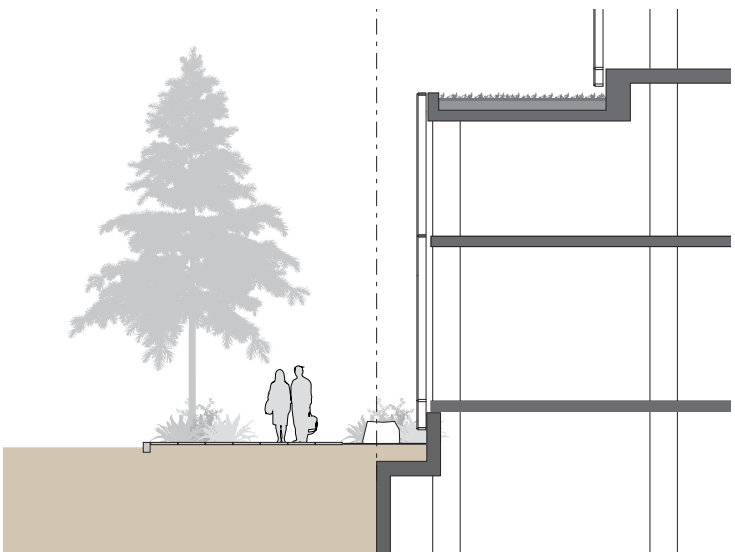
VIEW FROM ALLEY LOOKING AT NORTH FACADE



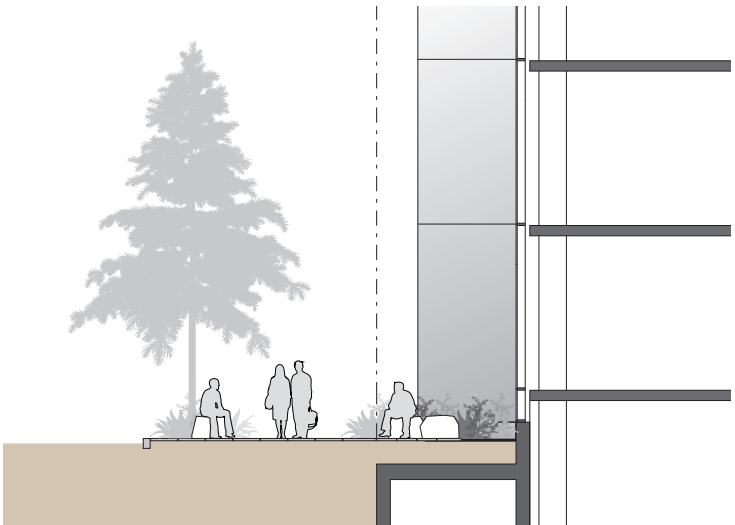
PLAN ALTERNATE SHOWING POTENTIAL FUTURE ENTRANCE OFF OF HARRISON ST.



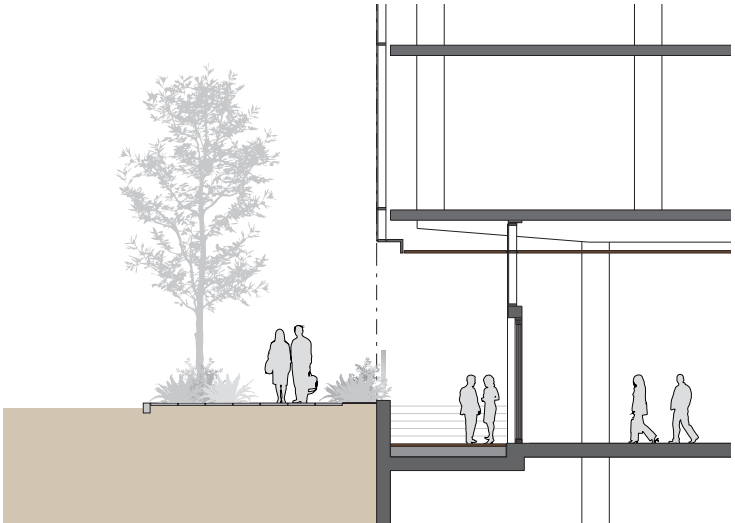
SECTION ALTERNATE SHOWING POTENTIAL FUTURE ENTRANCE OFF OF HARRISON ST.



SECTION DETAIL AT HARRISON ST. AND EASTLAKE AVE

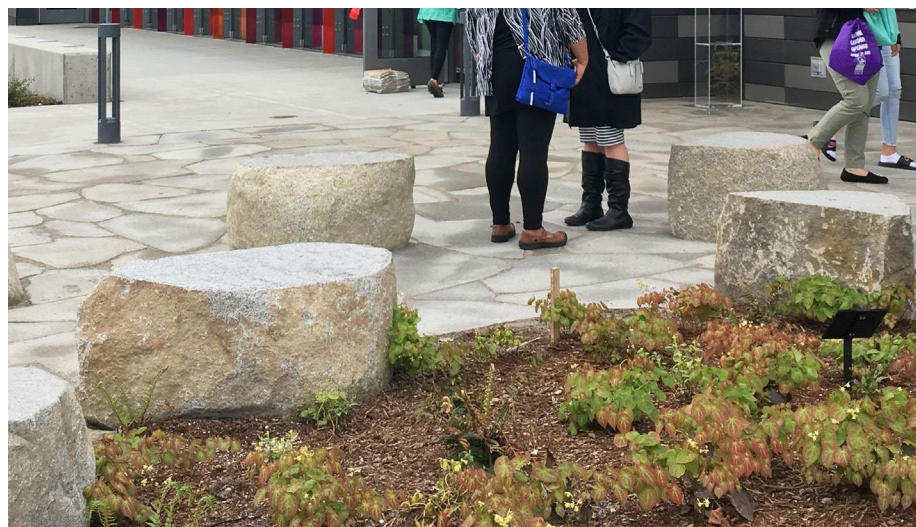


SECTION DETAIL AT HARRISON ST. AND ALLEY

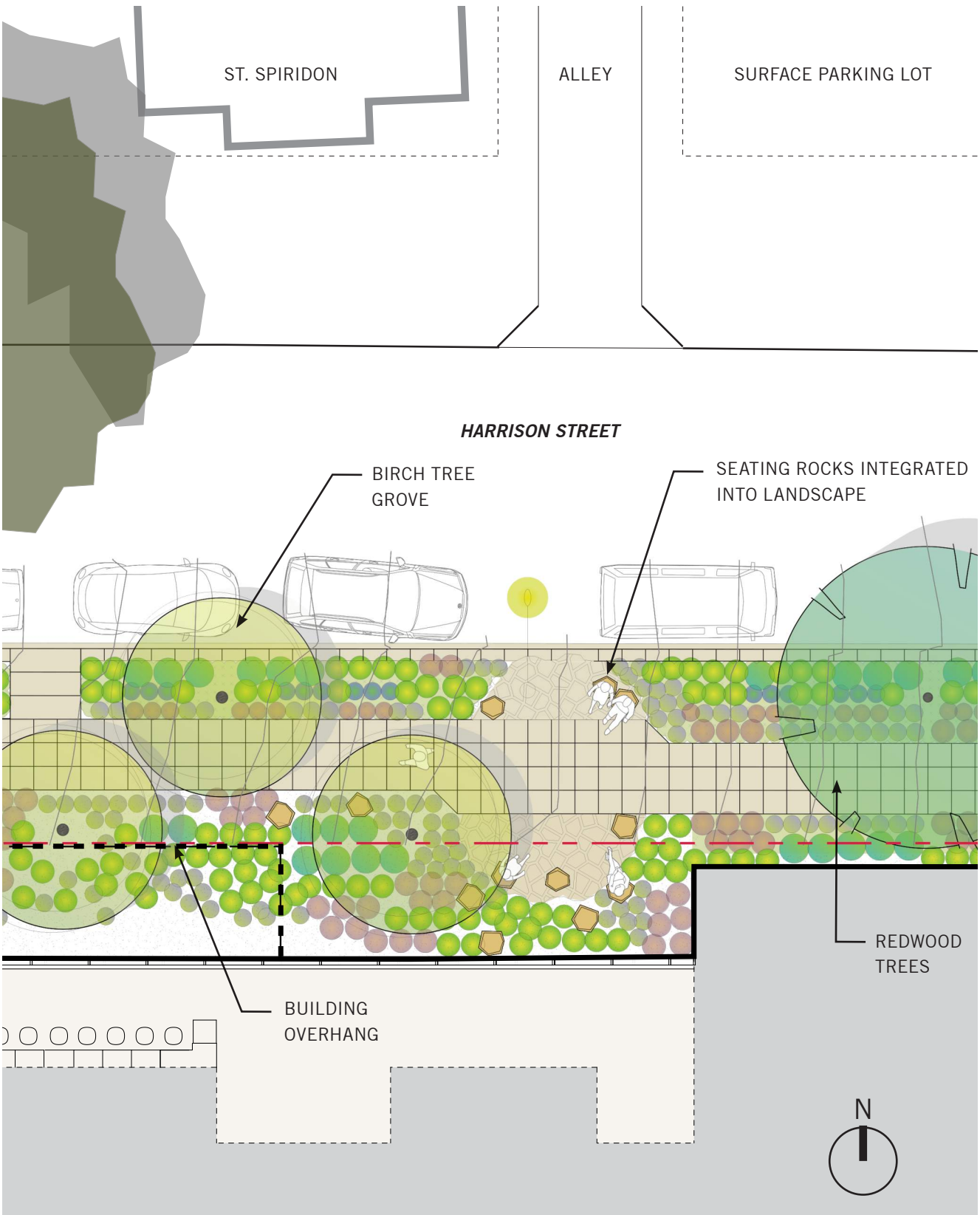


SECTION DETAIL AT HARRISON ST. AND YALE AVE





LANDSCAPE PRECEDENTS



DETAIL PLAN OF PEDESTRIAN EDDY ALONG HARRISON STREET



## HARRISON STREET PUBLIC BENEFITS

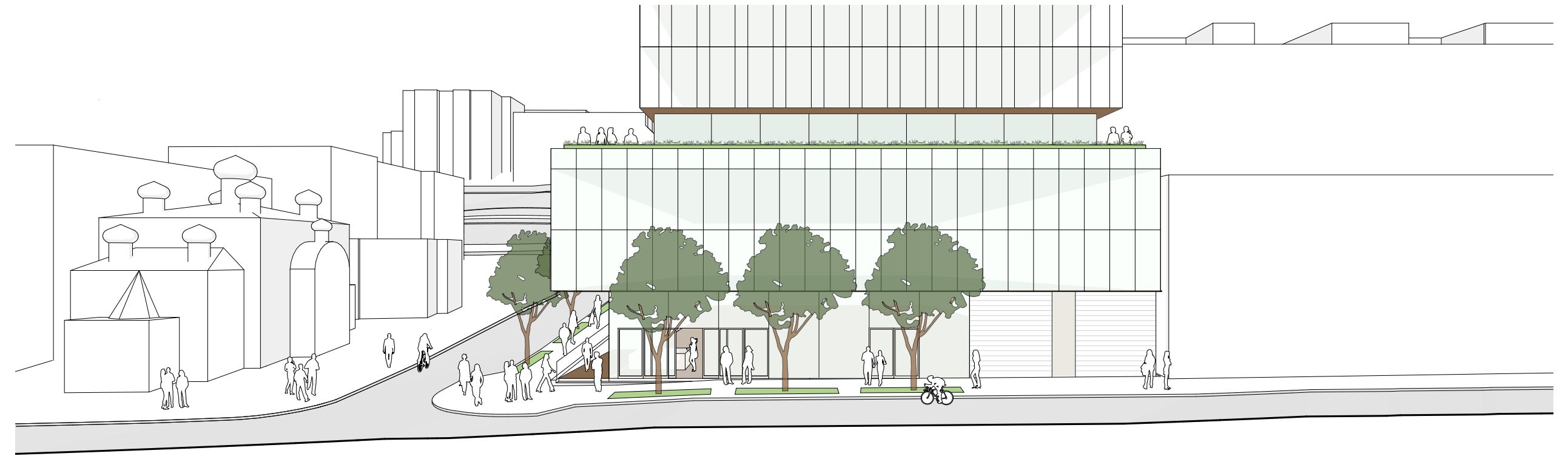
- MODULATED FACADE LENGTH
- PROVIDED MID BLOCK PEDESTRIAN EDDY
- PROVIDED SEATING
- PROVIDED PLANTINGS
- OPPORTUNITY FOR BIKE FIX-IT STATION

## PEDESTRIAN EXPERIENCE DESIGN RESPONSE / HARRISON ST.

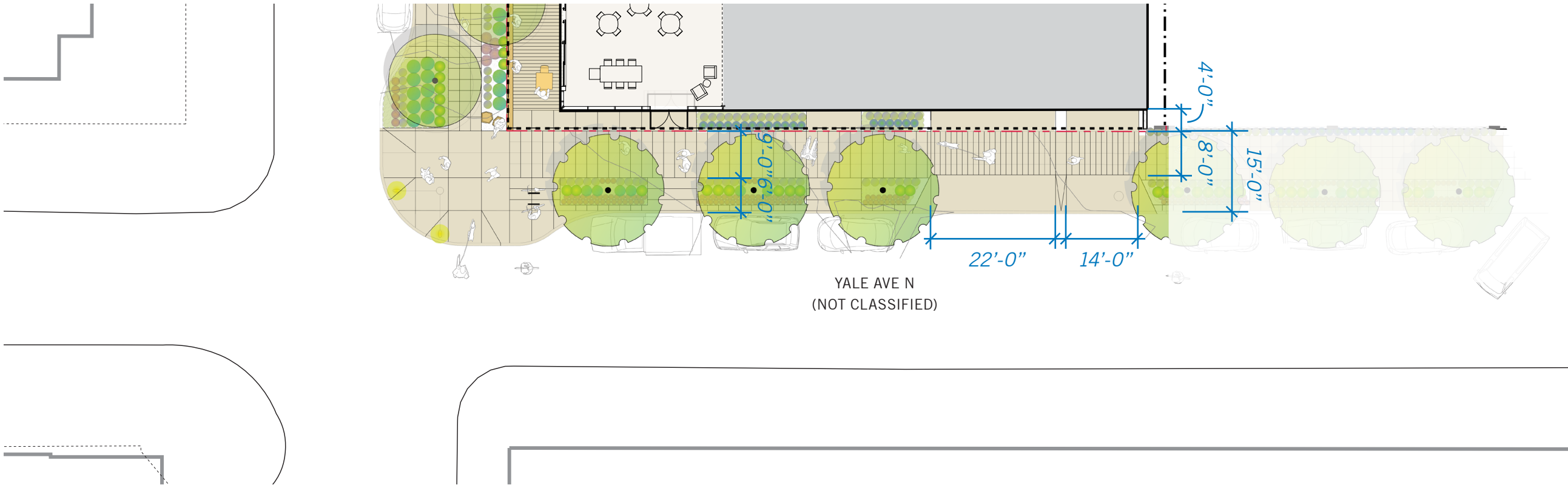




03



WEST ELEVATION



STREET LEVEL PLAN



SECTION CUT THROUGH YALE AVE N LOOKING NORTH



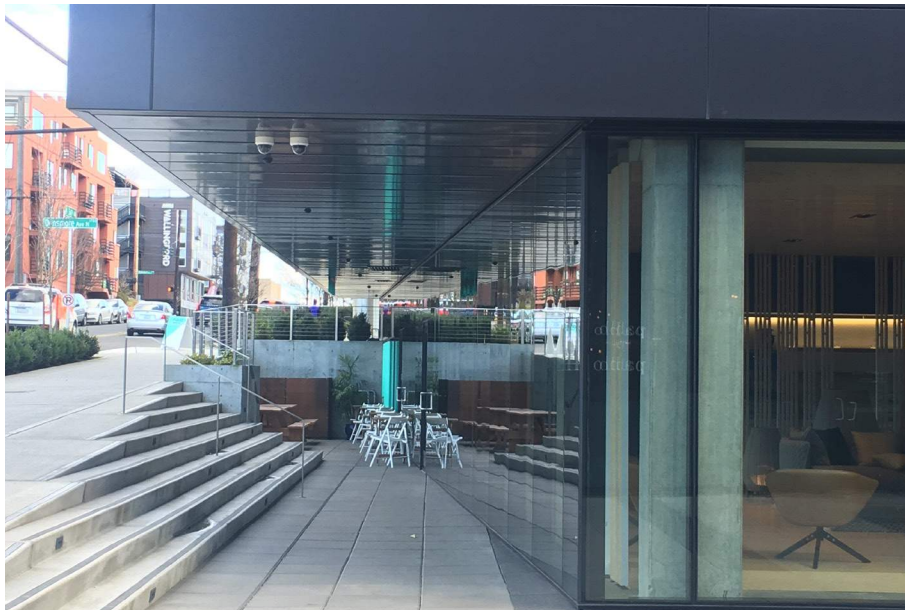
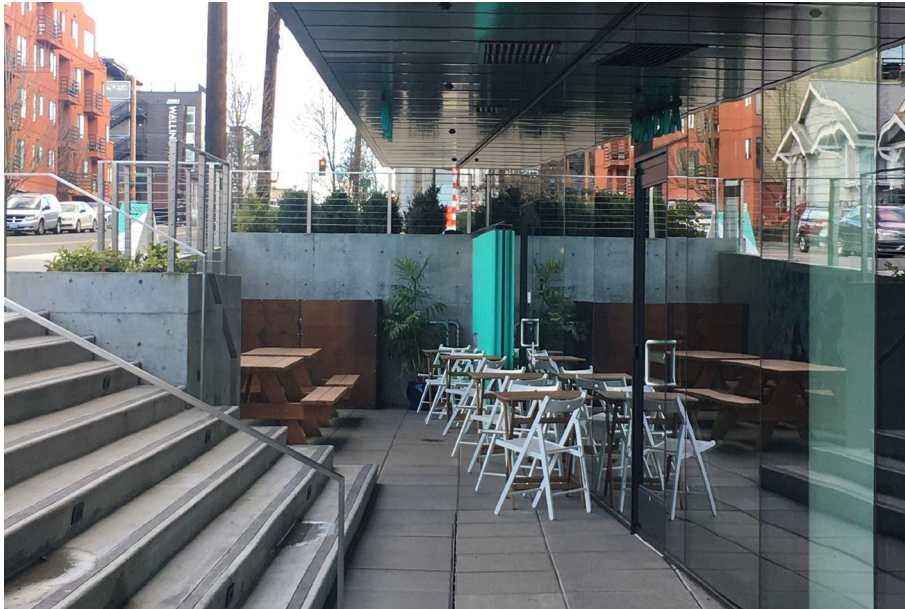
## YALE AND HARRISON CORNER

- PODIUM MASSING SET BACK AND SCALED DOWN IN RESPONSE TO ST. SPIRIDON
- PROVIDED OUTDOOR SEATING
- PROVIDED PLANTINGS
- ACTIVATED CORNER WITH RETAIL
- SEPARATE ENTRANCES TO LOBBY AND RETAIL



VIEW OF RETAIL AT YALE AVE AND HARRISON STREET CORNER







# VEHICULAR ACCESS AND RELATED DEPARTURES

## DESIGN GUIDELINES

- DC1-B: Design of Parking Lots Near Sidewalks
- CS1-C: Topography
- DC1-A: Arrangement of Interior Uses
- DC1-B: Vehicular Access and Circulation

## WEST DESIGN REVIEW BOARD GUIDANCE

- a) Board agrees that southwest location is the best option for vehicular access. While the board supports this location along Yale, they recommend consolidating driveways into one to prioritize minimizing presence of service areas and disturbance of the sidewalk for pedestrian safety.
- b) For the requesting departures relating to curb cuts, the Board gave guidance to clearly demonstrate how streetscape experience is maintained with active uses and how the resulting design is a better solution. The board indicated that strengthening the streetscape pedestrian experience with active uses at the corner would help justify the related departures.

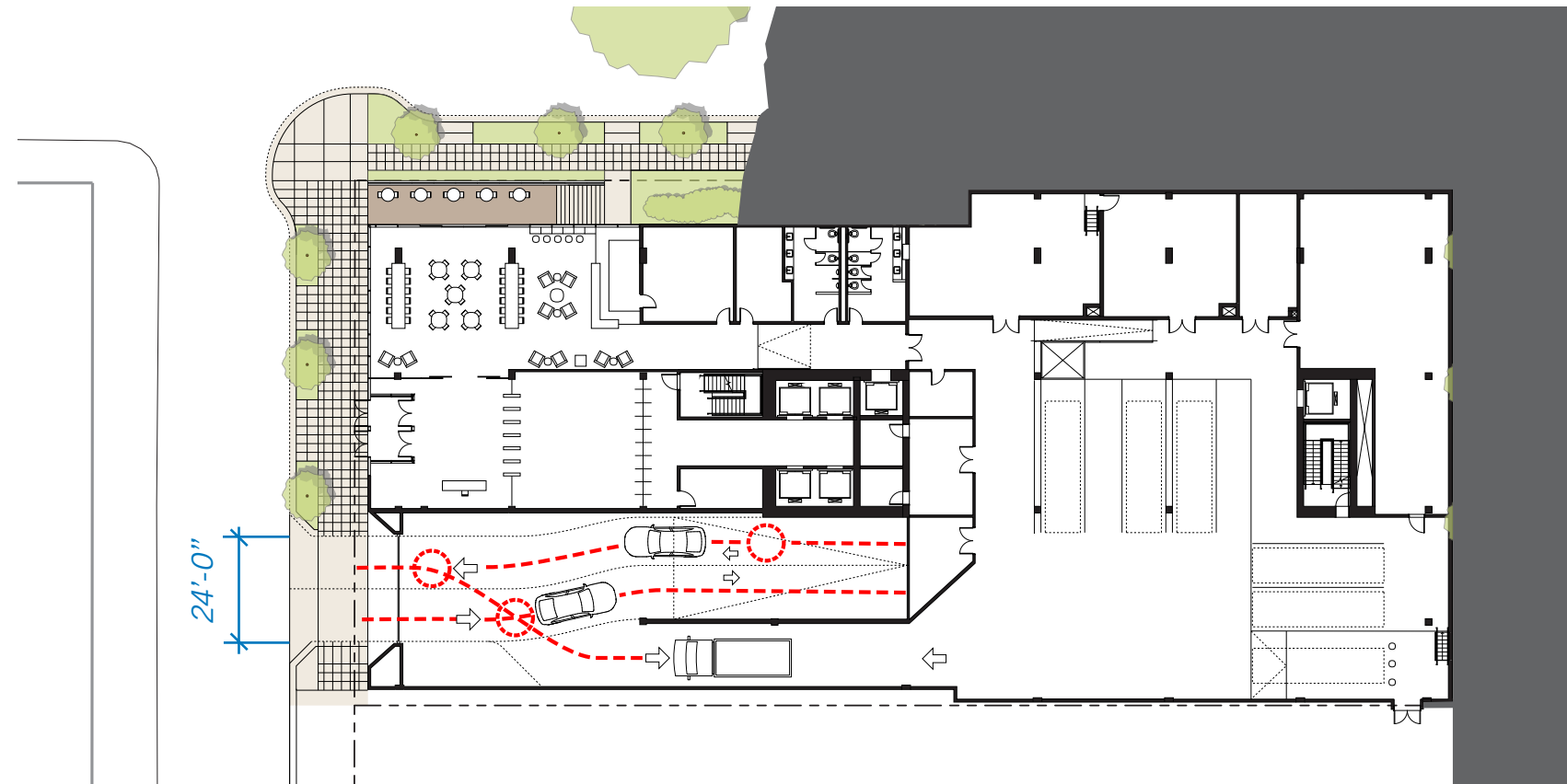
## DESIGN RESPONSE

- a) The team has done additional studies on the impacts of consolidating vehicular access into a single curb cut, and concluded that it may cause additional safety concerns for vehicles and pedestrians.
- b) The team has significantly strengthened the streetscape pedestrian experiences through increased setback and altered massing along Harrison ST. and at the corner of Harrison and Yale. The activation of these surrounding areas justifies the use of a double curb cut at Yale.



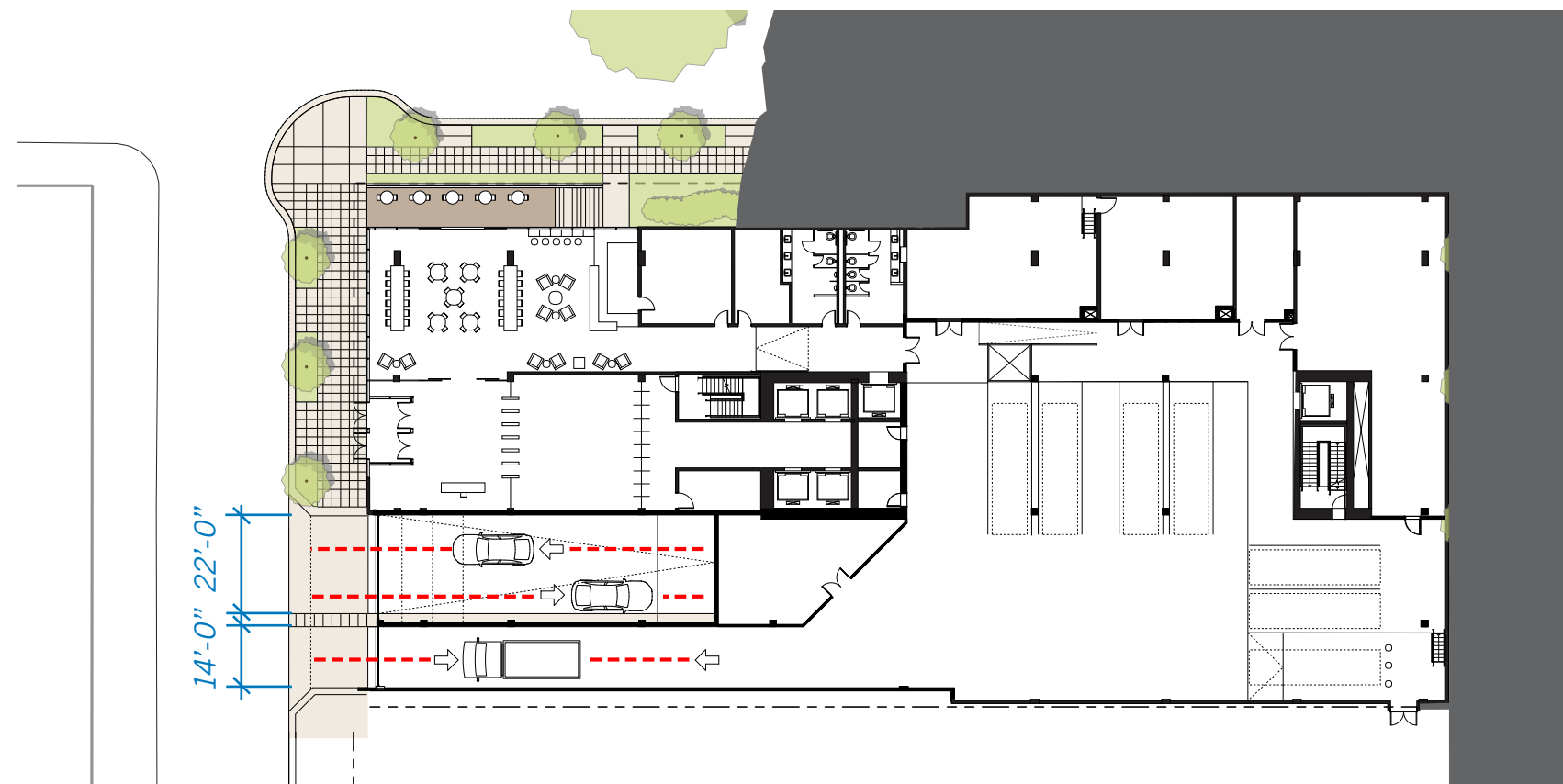
VEHICLE ENTRY ALONG YALE  
FAVORED

EDG #1 SCHEME 3 (PREFERRED) - VIEW FROM YALE AVE N LOOKING SOUTH



COMBINED PARKING AND LOADING ENTRY

- NO DEPARTURE REQUIRED
- SINGLE ENTRY POINT TO PARKING AND LOADING MINIMIZES IMPACT ON FACADE
- CONFUSING ENTRY: TRUCKS, CARS AND BIKES SHARE SINGLE ENTRY POINT
- SAFETY CONCERNS DUE TO REQUIRED LANE CROSSINGS
- NARROWER DRIVE AISLE AT WEST CORE FORCES BICYCLES AND CARS TO SHARE THE SAME LANE
- WILL NEED INTERNAL SIGNALING SOLUTION TO MANAGE LOADING DOCK TRAFFIC
- CIVIL ENGINEER VOICED SAFETY CONCERNS BASED ON EXPERIENCE ON OTHER PROJECTS



SPLIT PARKING AND LOADING ENTRY

- CLEAR ENTRY POINT FOR CARS, TRUCKS AND BICYCLISTS
- PEDESTRIAN REFUGE BETWEEN DRIVES PROVIDED
- STRIPED LANE FOR BICYCLE TRAFFIC DOWN TO P1 TO INCREASE SAFETY
- DEPARTURE REQUIRED (SEE PAGE 62 FOR DETAILS)
- LARGER OPENING REQUIRED AT STREET LEVEL FOR SPLIT PARKING AND LOADING ENTRY

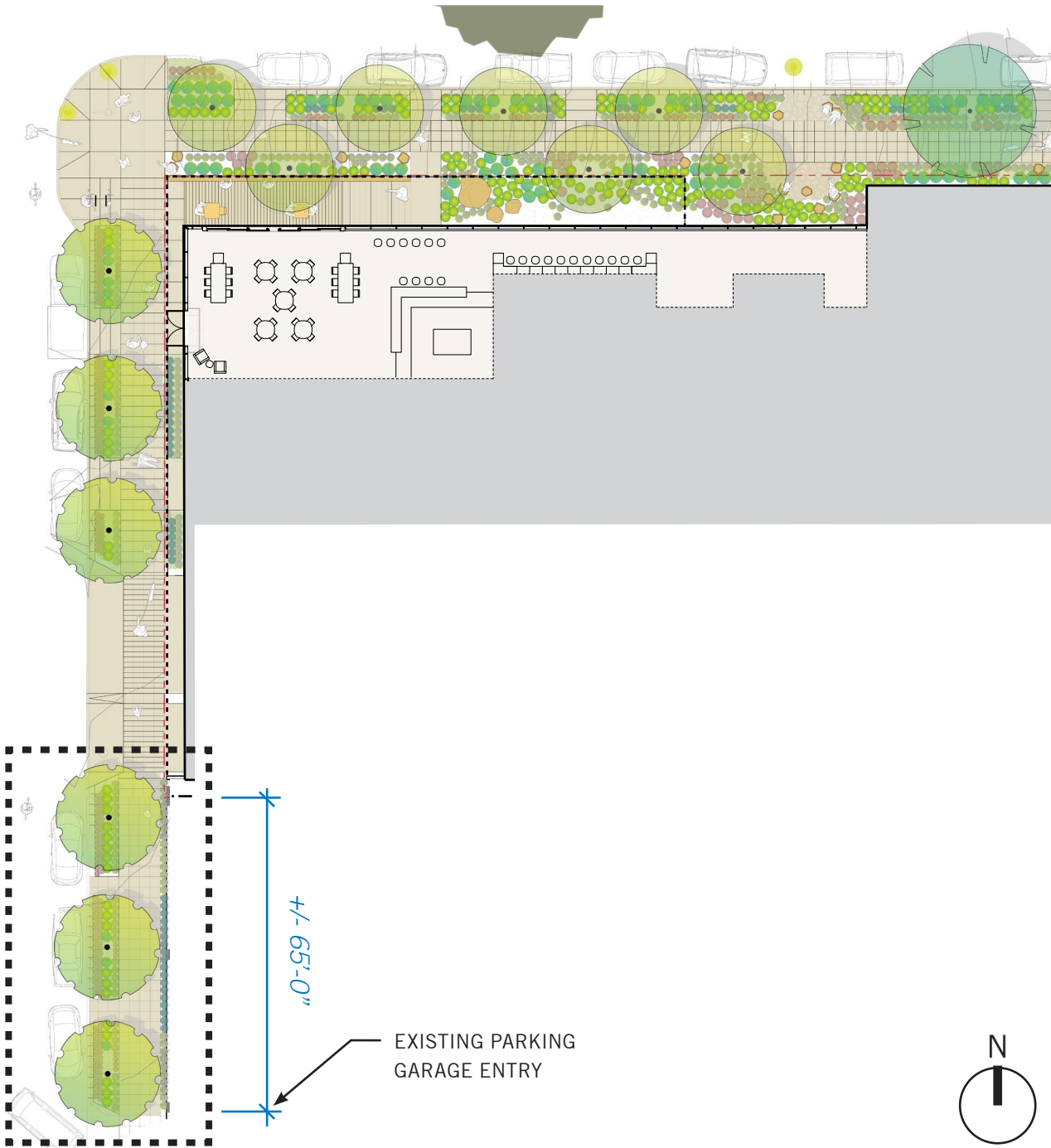






RETAIL AT YALE AND HARRISON CORNER

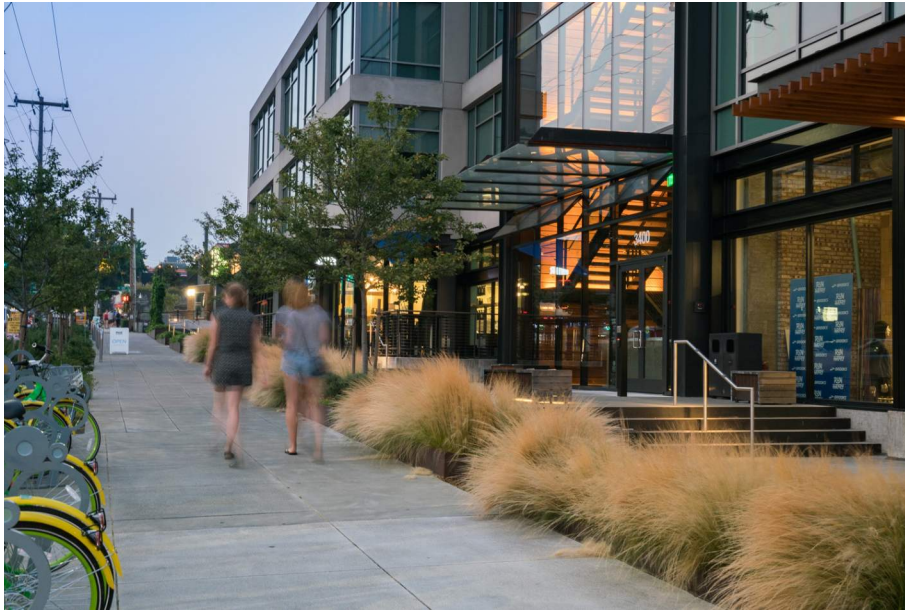
- PODIUM MASSING SET BACK AND SCALED DOWN IN RESPONSE TO ST. SPIRIDON
- PROVIDED OUTDOOR SEATING
- PROVIDED PLANTINGS
- ACTIVATED CORNER WITH RETAIL
- SEPARATE ENTRANCES TO LOBBY AND RETAIL



EXTENDED STREET IMPROVEMENTS ALONG YALE AVE

- PROVIDED PLANTINGS UP TO PARKING GARAGE ENTRY
- PROVIDED STREET TREES UP TO PARKING GARAGE ENTRY
- PROVIDED REPAIRS TO SIDEWALK PAVING UP TO PARKING GARAGE ENTRY







# ARCHITECTURAL CONCEPT AND CHARACTER

DESIGN GUIDELINES

- DC2-B: Architectural and Facade Composition
- DC2-C: Secondary Architectural Features
- DC2-D: Scale and Texture

WEST DESIGN REVIEW BOARD GUIDANCE

In regards to additional design development of the architectural character in Massing Option 3, the limiting massing changes and simplicity of form make its success dependant on fine detailing and materials.

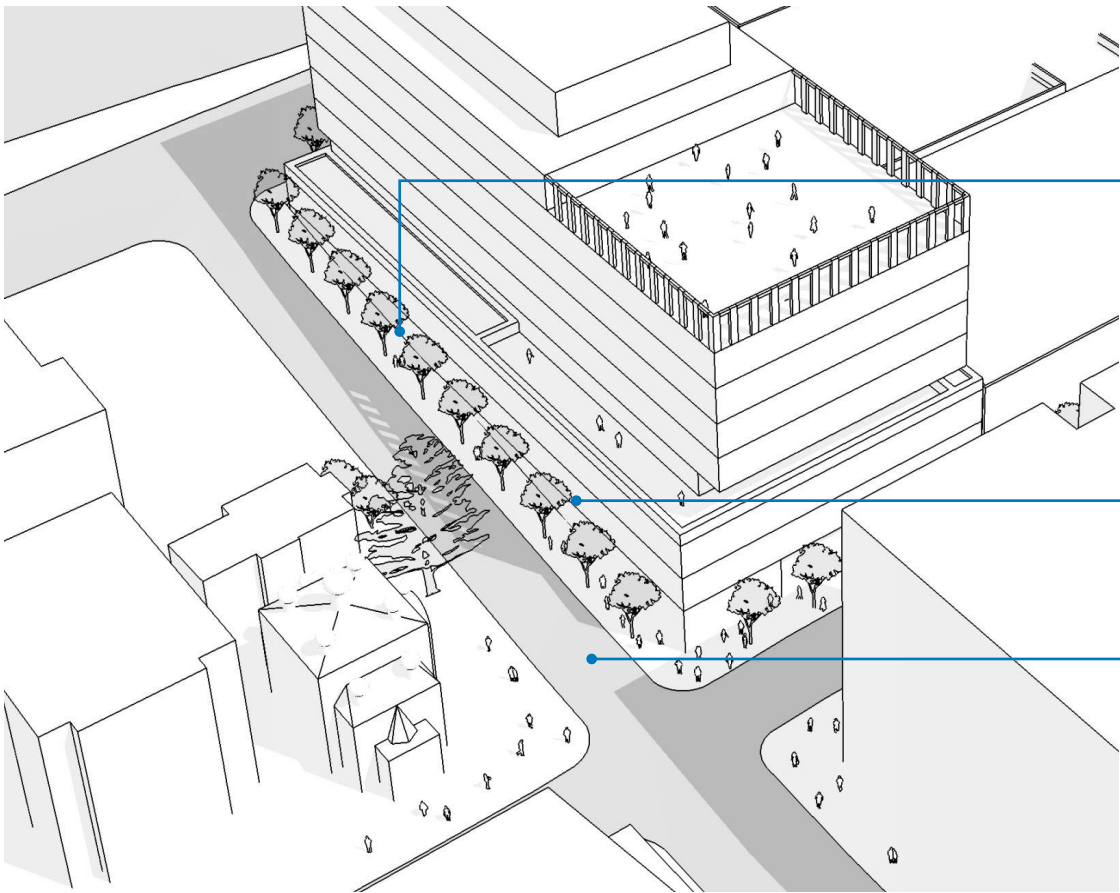
Appreciates use of color as an animating element in the design, but did not see a convincing connection to context, and cautions against using color to do the work that the architecture of the building should be conveying.

Thoughtful use of window proportions, depth, and shadow, could strengthen this solution provided that the elements support the concept rather than being additive.

DESIGN RESPONSE

The team has continued to develop the use of subtle shading and color in this iteration of the design. However, these elements have faded into the background with much more emphasis being placed on modulation of the podium and massing that responds directly to the site context.

A material palette for the podium of the building is being thoughtfully considered to further enhance the pedestrian experience along Harrison ST.



CONTINUE TO CONSIDER  
TEXTURE AND COLOR AS A  
SECONDARY ELEMENT

INTEGRATE PROPORTION AND  
SHADE INTO THE FACADE

USE MODULATION RATHER  
THAN COLOR TO ADD  
INTEREST TO PODIUM



VIEW FROM YALE AVE N LOOKING SOUTH



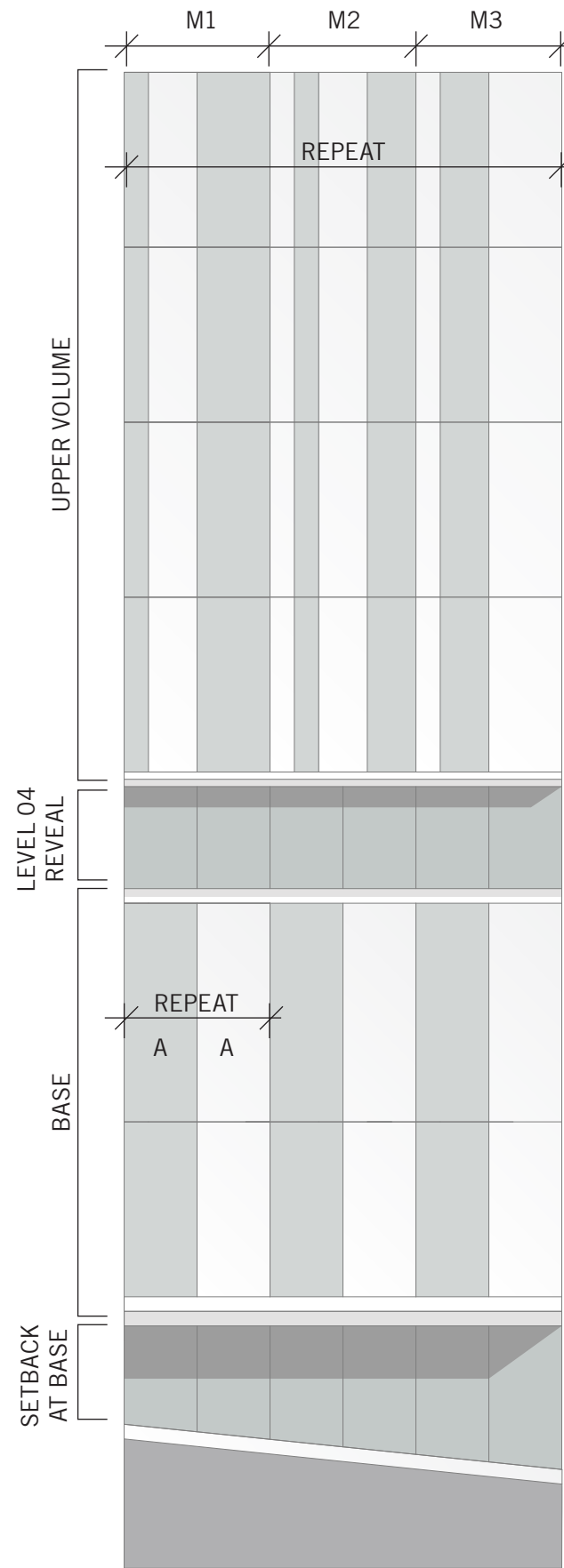


VIEW FROM EASTLAKE AVE E LOOKING SW

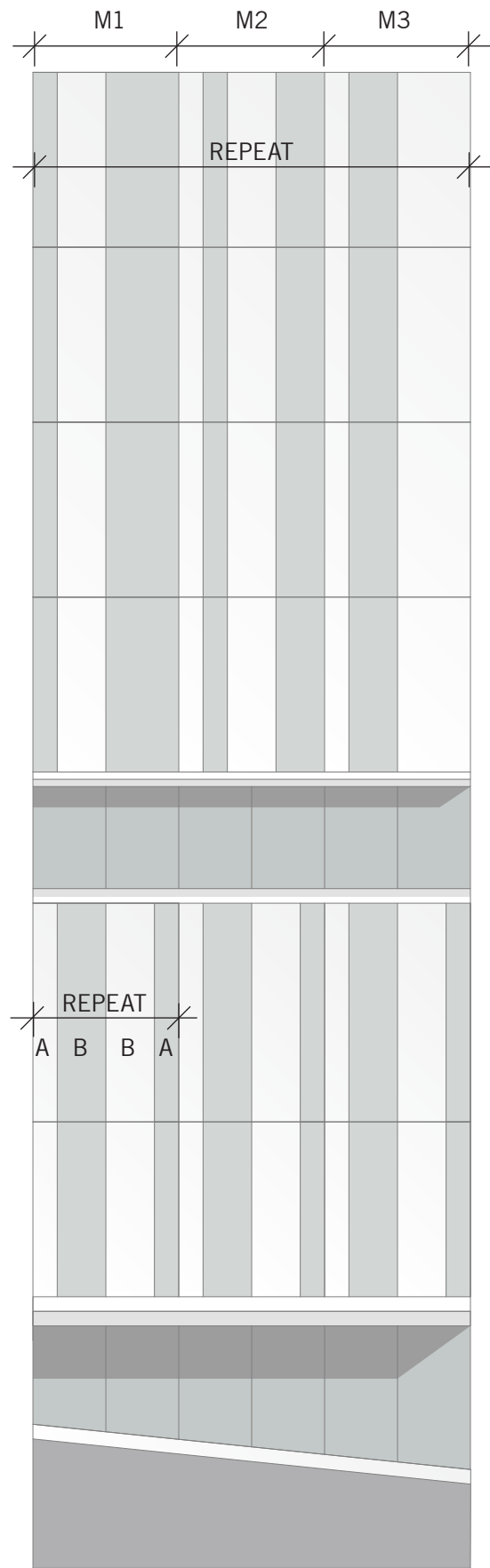


VIEW FROM YALE AVE N LOOKING NORTH

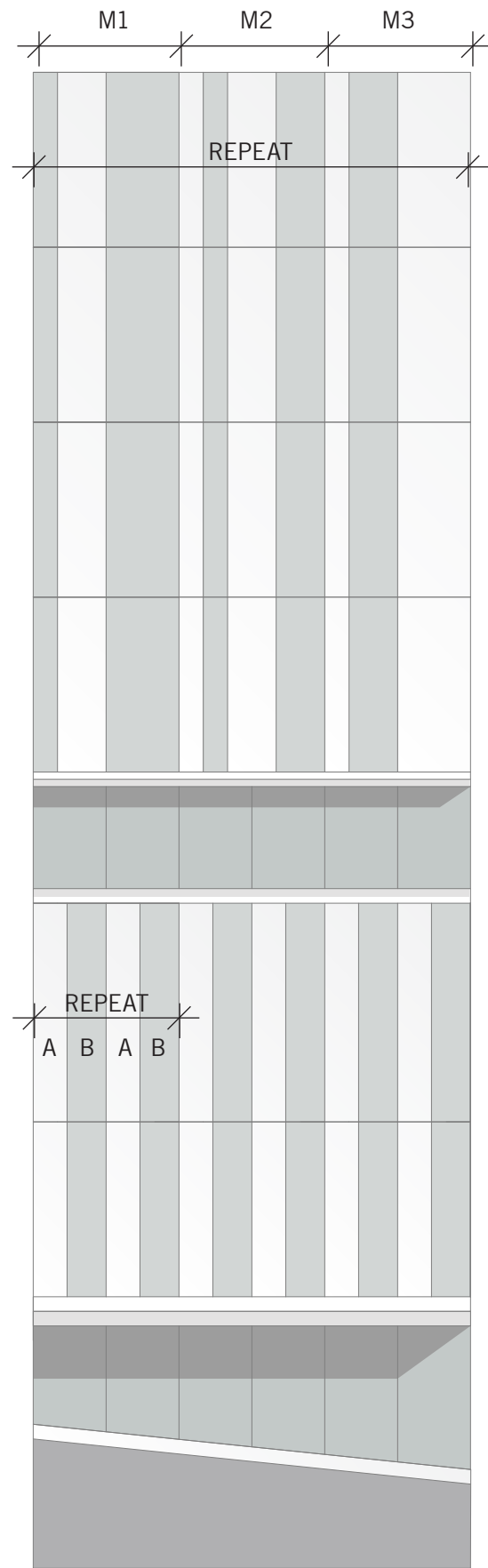




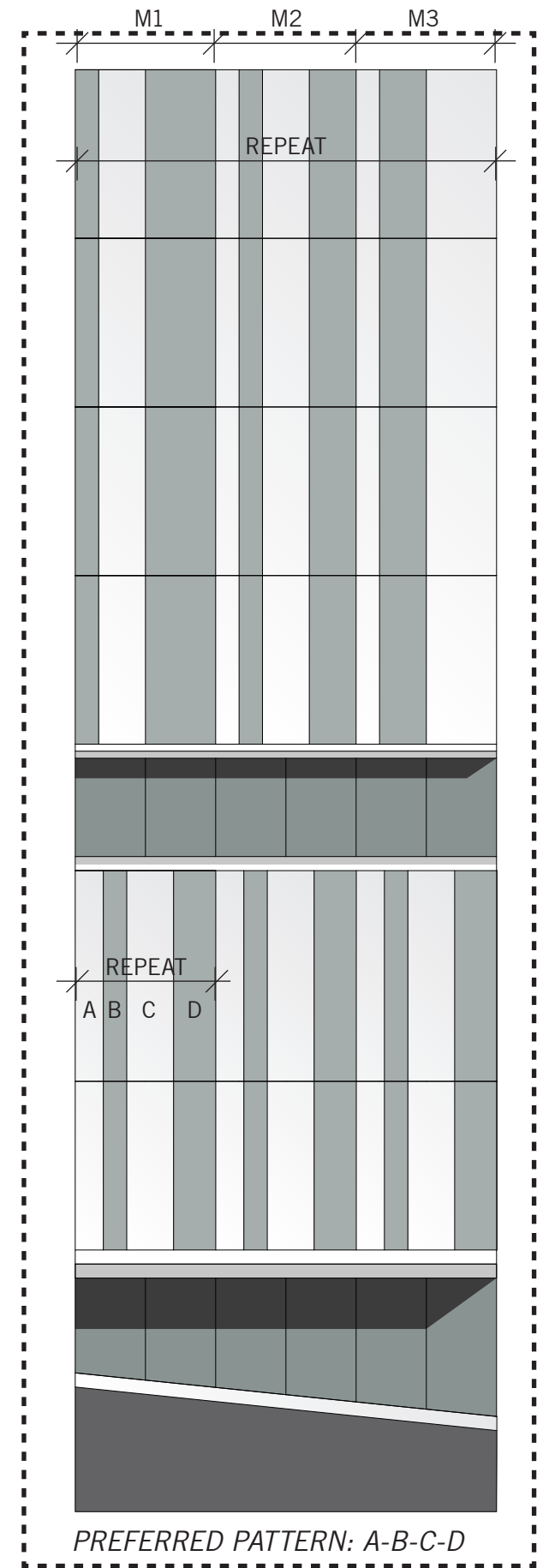
STUDY 1 PATTERN: A-A



STUDY 2 PATTERN: A-B-B-A

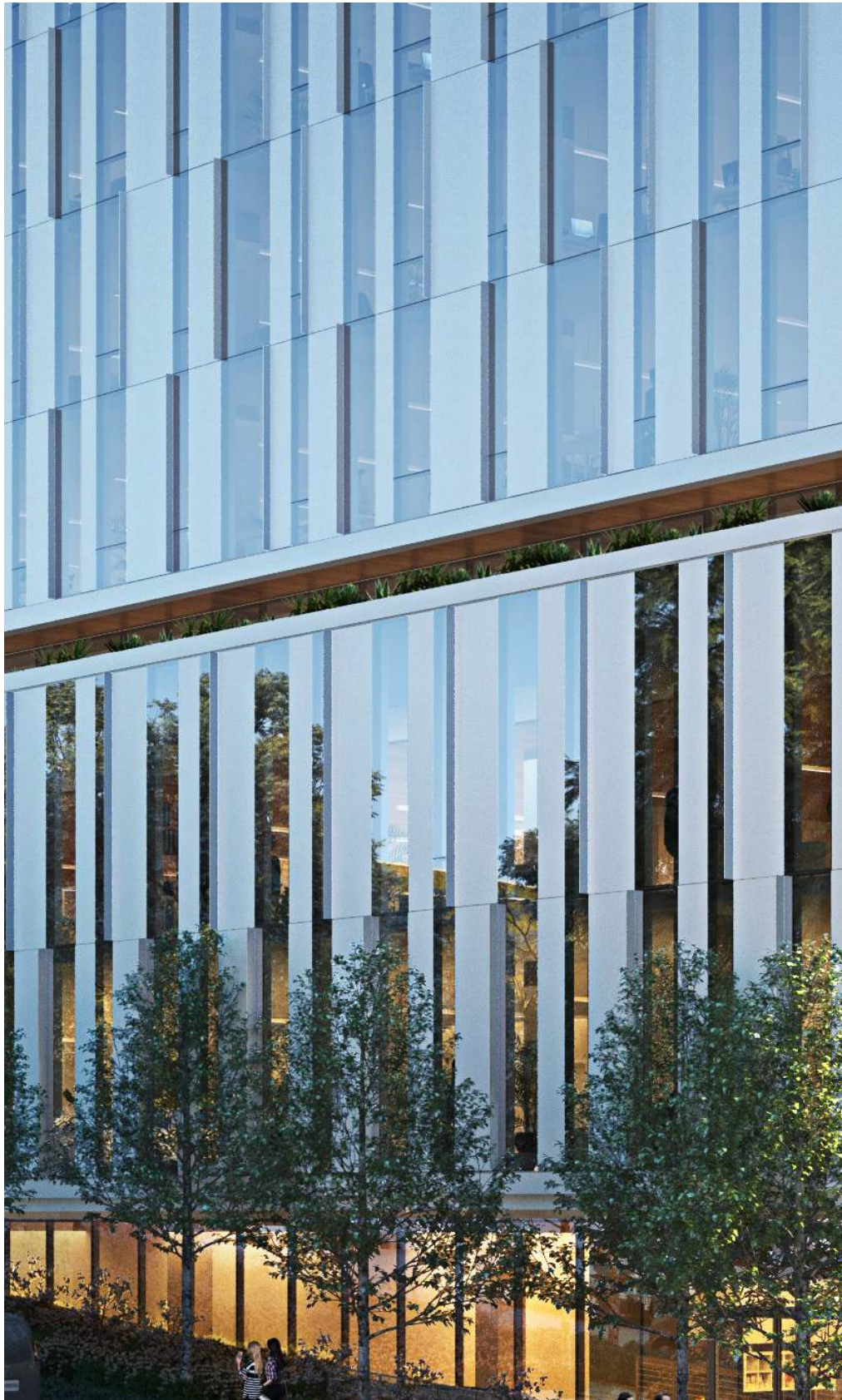


STUDY 3 PATTERN: A-B-A-B



PREFERRED PATTERN: A-B-C-D

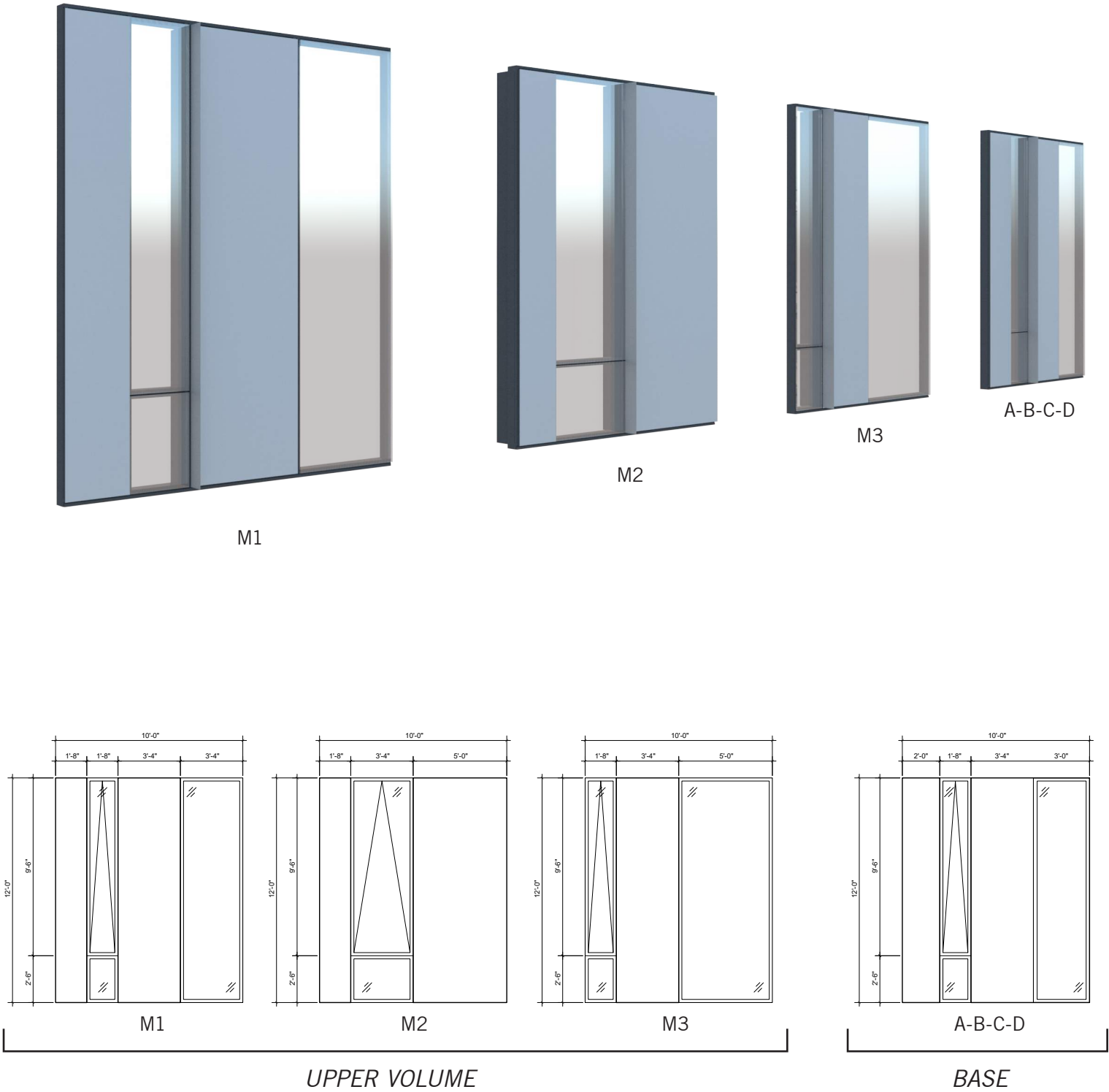
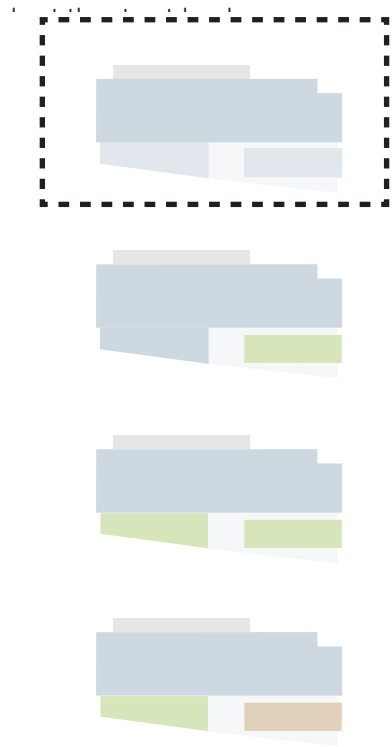




PREFERRED PATTERN: A-B-C-D

The diagram below shows studied approaches to address the relationship between podium and the upper volume. Rather than differentiating the upper structure from the base, which would break the building into unrelated parts, the proposed Design seeks to build relationships between the various volumes in order to maintain a cohesive reading of the building while using vertical modulation and horizontal reveals to reduce the mass.

The preferred facade pattern is a variation on the theme at the upper volume, but whereas the upper facade opens up to address the urban scale and views towards the City, Sound and Lake Union, the tighter panelization at the base responds to the human



FACADE MODULES



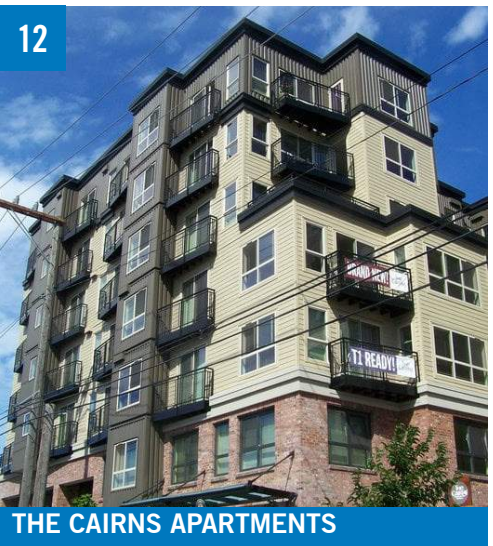
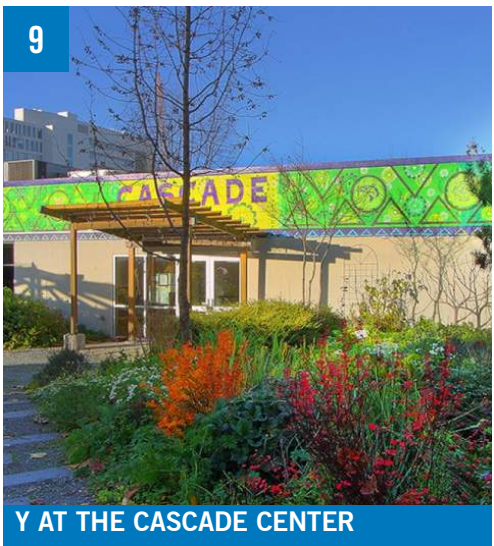
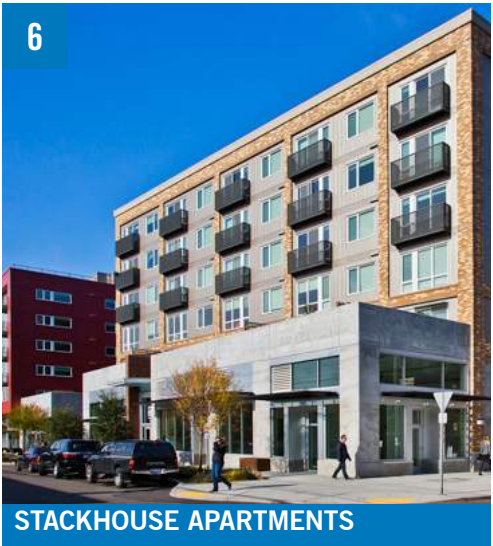
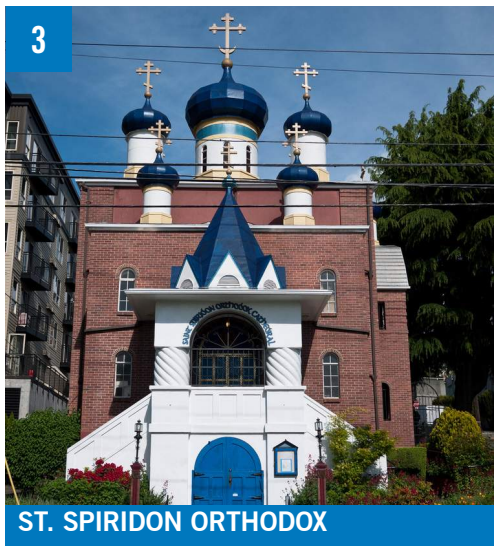
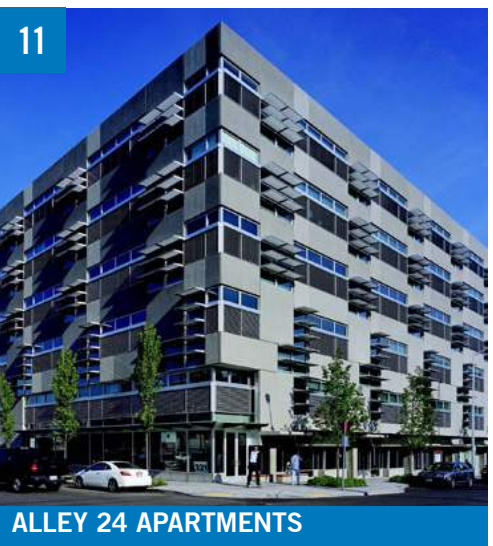
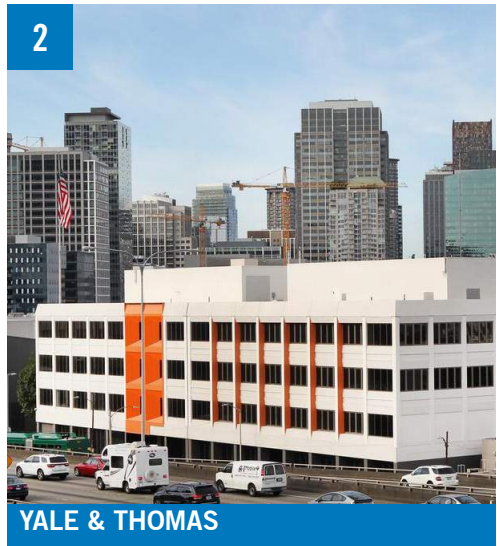
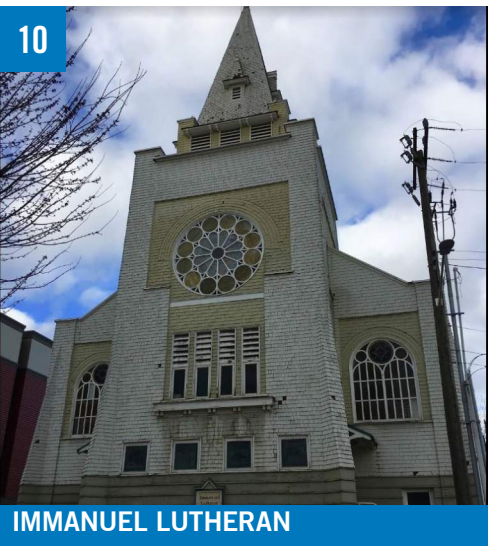
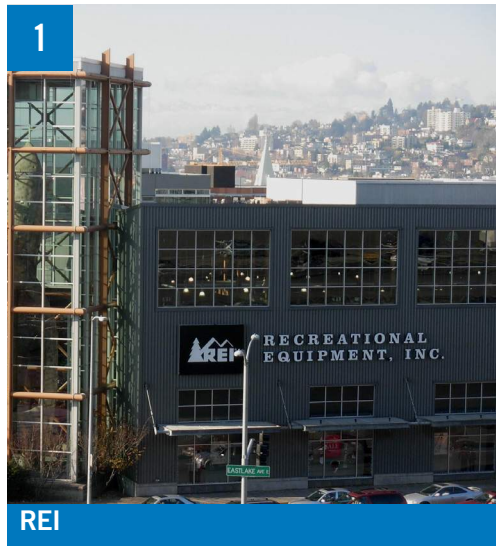
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# 03 / MATERIALITY



MATERIALITY / NEIGHBORHOOD PRECEDENTS



The Cascade Neighborhood and recent developments in close vicinity to the project site offer a wide range of textures and colors to draw from. Similarly, the mix of sacral, multi-family residential, commercial and office architecture typologies result in facade modulations and articulations of varying scales. In response, the concept for the proposed Y+H building is to provide quiet, elegant massing and materiality that responds to the human scale at the pedestrian level through landscape modulation and architectural site features. In addition, the facade elements are spaced at a tighter pattern at the base and then open up on the upper levels to respond to the larger urban scale and the building's visibility from I-5.

ST. Spiridon is the most architecturally significant structure in the neighborhood. In response to the landmarked building, the podium level at Y+H has been stepped mid-block and the portion of the building facing ST. Spiridon has been set back at ground level, with active retail uses to promote activity and community connections. The podium height at the Yale and Harrison street corner relates to the scale of ST. Spiridon and respects the datum it sets.

Given the vibrancy of colors on the church and adjacent projects, a strong color on the building exterior might compete with the landmarked building. Instead the project proposes a quietly elegant material palette that can capture and reflect the surrounding context and its colors. Warm wood elements on architectural soffits, textured site furnishings, and stone accents and plantings provide a balance and counterpoint to the crisply modulated architectural envelope. Carefully crafted architectural details, rich materials, and natural textures are provided at street level to give the project a humanistic scale that complements the adjacent landmarked structure.



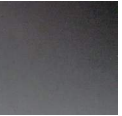
MATERIALITY / EXTERIOR FACADE



FINS: SILVER METALLIC



MULLION COLOR: CHARCOAL GRAY



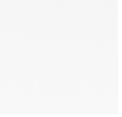
GLAZING: CLEAR, NEUTRAL GRAY



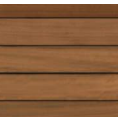
METAL TRIM: SILVER METALLIC



METAL PANEL: WHITE WITH MICA FLEC



SOFFIT AND TERRACE DECKING: WOOD



COLUMNS: ARCHITECTURAL CONCRETE



PACIFIC NORTHWEST LANDSCAPE (FERNS/ MOSSES/ EVERGREENS AND BIRCH TREES)





















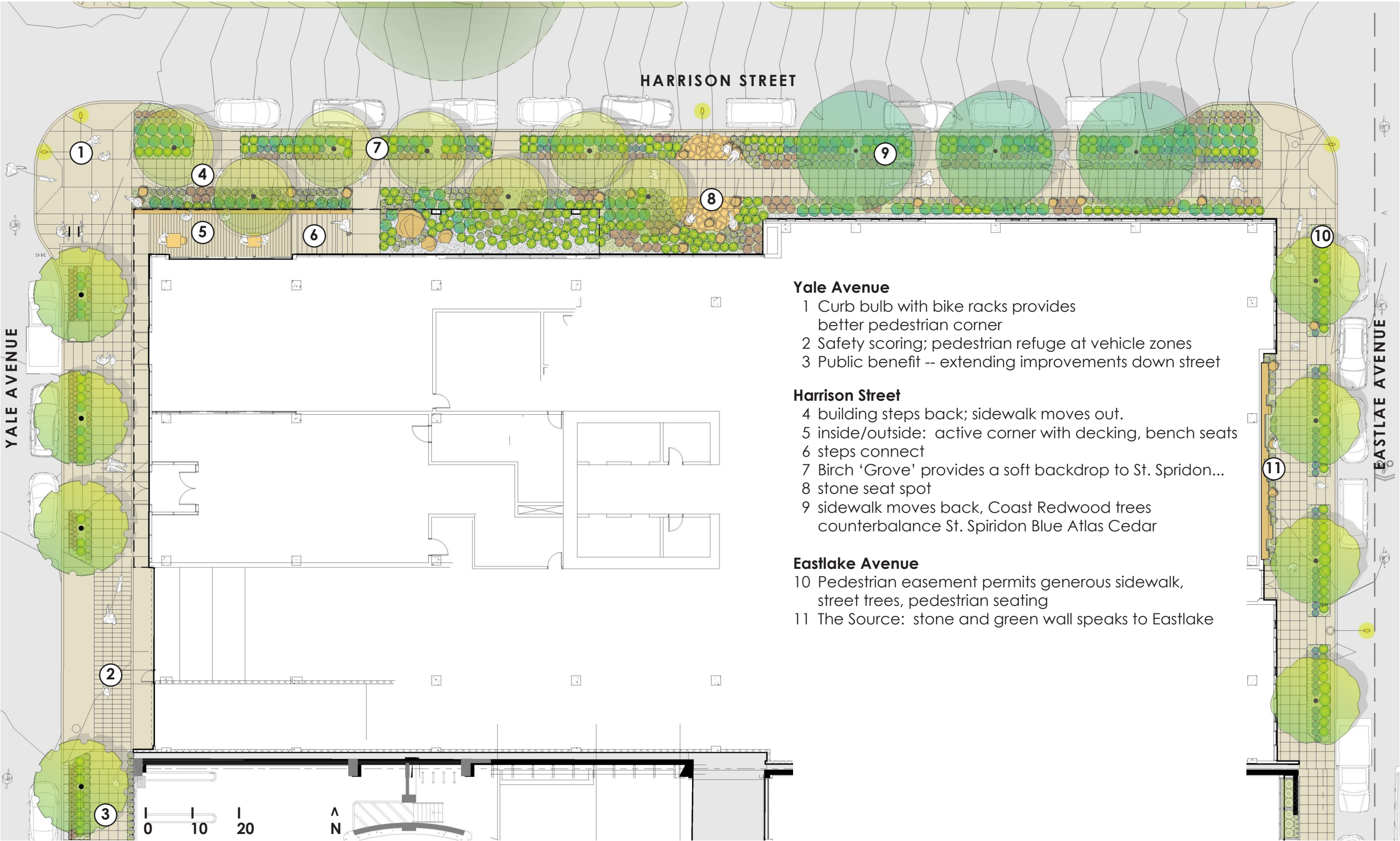
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# 04 / LANDSCAPE









Extend improvements south



Stone Seats and Slabs



Birch grove straddles sidewalk to the west



Conifers (Coast Redwood) to the east



Inside Outside Wraparound Warmth



Source: Stone and Rock Ferns



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# 05 / DEPARTURES



# CURBCUT DEPARTURE

**SMC 23.48.085.E.1 - NUMBER OF CURB CUTS**

**Code requirement**

Per SMC 23.48.085.E.1, parking and loading access shall be limited to one two-way curb cut.

**Proposal**

The project proposes (1) two-way curb cut for vehicles and (1) one-way (reversible) curb cut for trucks along Yale Ave. N, with a textured pedestrian area between the two curb cuts.

**Benefits**

This configuration reduces vehicle congestion and provides a safer entry/exit sequence for vehicles and pedestrians, in accordance with design guideline *DC1-B Vehicular Access and Circulation*.

**EDG 1 Design Review Board Response**

“The Board recommended the applicant explore consolidating the curb cuts and indicated minimizing the presence of service areas and strengthening the streetscape with active uses at the corner would help justify the departure request. With these changes incorporated, the Board agreed the modified design has the potential to better meet Design Guidelines CS1-C Topography, DC1-A Arrangement of Interior Uses and DC1-B Vehicular Access and Circulation.”

**SMC 23.54.030.F.2.B.2 - WIDTH OF CURB CUT AT LOADING RAMP**

**Code requirement**

Per SMC 23.54.030.F.2.b.2, two-way curbcuts are required to have a minimum width of 22’ and a maximum width of 25’.

**Proposal**

The proposed curbcut for the truck entry is 14’-0” wide. Because this is a reversible lane (trucks will go in and out of the same lane), the curbcut does not need to be any wider than 14’-0”.

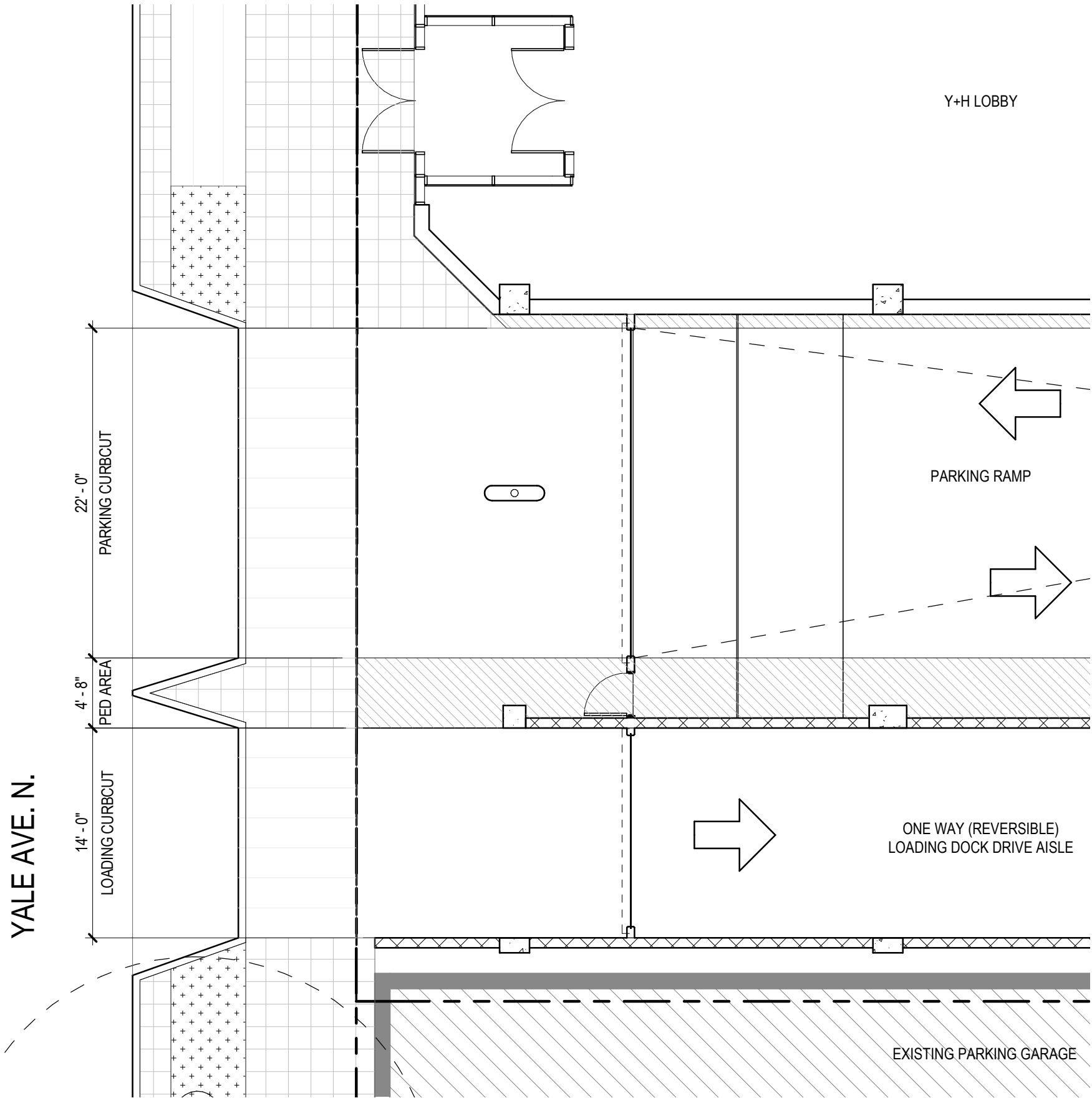
**Benefits**

Keeping this curb cut as narrow as possible maximizes lobby and retail frontage along Yale Ave N and minimizes the impact of driveways on the pedestrian environment, in accordance with design guidelines *DC1-A Arrangement of Interior Uses* and *DC1-B Vehicular Access and Circulation*.

**EDG 1 Design Review Board Response**

“The Board indicated early support of the departure request provided that the presence of service areas is minimized and that the streetscape is enhanced at the corner with active uses to improve the pedestrian experience. With these changes incorporated, the Board agreed the modified design has the potential to better meet Design Guidelines CS1-C Topography, DC1-A Arrangement of Interior Uses and DC1-B Vehicular Access and Circulation.”

**See page 46 for further study.**





# SIGHT TRIANGLE DEPARTURE

## SMC 23.54.030.G - SIGHT TRIANGLE

### Code requirement

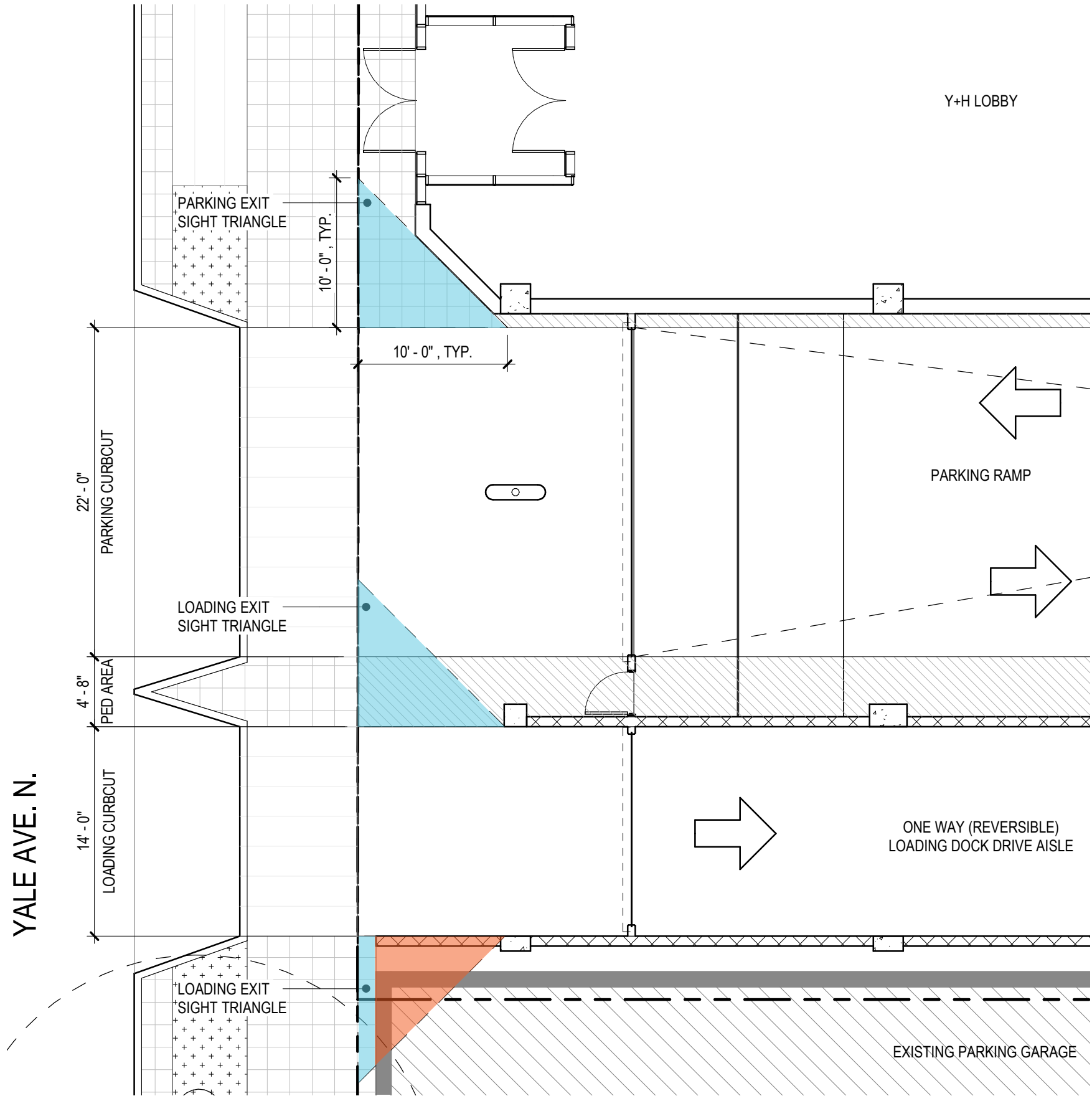
- Per SMC 23.54.030.G, a sight triangle shall be provided:
- On both sides of driveways that are less than 22' in width (the loading driveway)
  - On the exit side of driveways 22' in width (the parking driveway)

### Proposal

10' sight triangles will be provided at the parking exit and at the north edge of the loading drive. Due to the presence of an existing parking structure south of this project, a 10' sight triangle is not proposed at the south edge of the loading drive. Mirrors will be utilized to ensure pedestrian safety.

### Benefits

Keeping the parking and loading driveways as far south as possible (adjacent to the existing parking garage) maximizes lobby and retail frontage along Yale Ave N and minimizes the impact of driveways on the pedestrian environment, in accordance with design guidelines *DC1-A Arrangement of Interior Uses* and *DC1-B Vehicular Access and Circulation*.





# STREET-LEVEL SETBACK DEPARTURE

## SMC 23.48.240.B.1.B - STREET-LEVEL SETBACKS

### Code requirement

Per SMC 23.48.240.B.1, street-facing facades may be set back up to 12 feet from the street lot line if the setback area is landscaped according to 23.055.A.3.

### Proposal

The project proposes a 5' pedestrian-level setback along Eastlake Ave E, which will be paved to match the adjacent right-of-way.

### Benefits

This setback accommodates SDOT's request for the addition of tree planters along Eastlake Ave E, while maintaining a comfortable sidewalk width. In addition, the tree planters and the wider sidewalk support design guideline *CS2-B-2 Connection to the Street* by inviting pedestrians to circulate adjacent to the building.





# BLANK FACADE DEPARTURE

## SMC 23.48.040.B.1 - TRANSPARENCY REQUIREMENTS

**Code requirement**

Per SMC 23.48.040.B.1, facades along Class 2 Pedestrian Streets (Eastlake Ave E.) must be a minimum of 60% transparent.

**Proposal**

The structure proposes a facade along Eastlake Ave E. that is 32% transparent. Much of the transparency reduction is due to the presence of a natural feature wall.

**Benefits**

The natural feature wall incorporates texture and greenery into this transit-oriented streetscape, in accordance with design guideline *CS1-D Plants and Habitat* and *PL1-B-3 Pedestrian Amenities*.

## SMC 23.48.040.B.2 - BLANK FACADE LIMITS

**Code requirement**

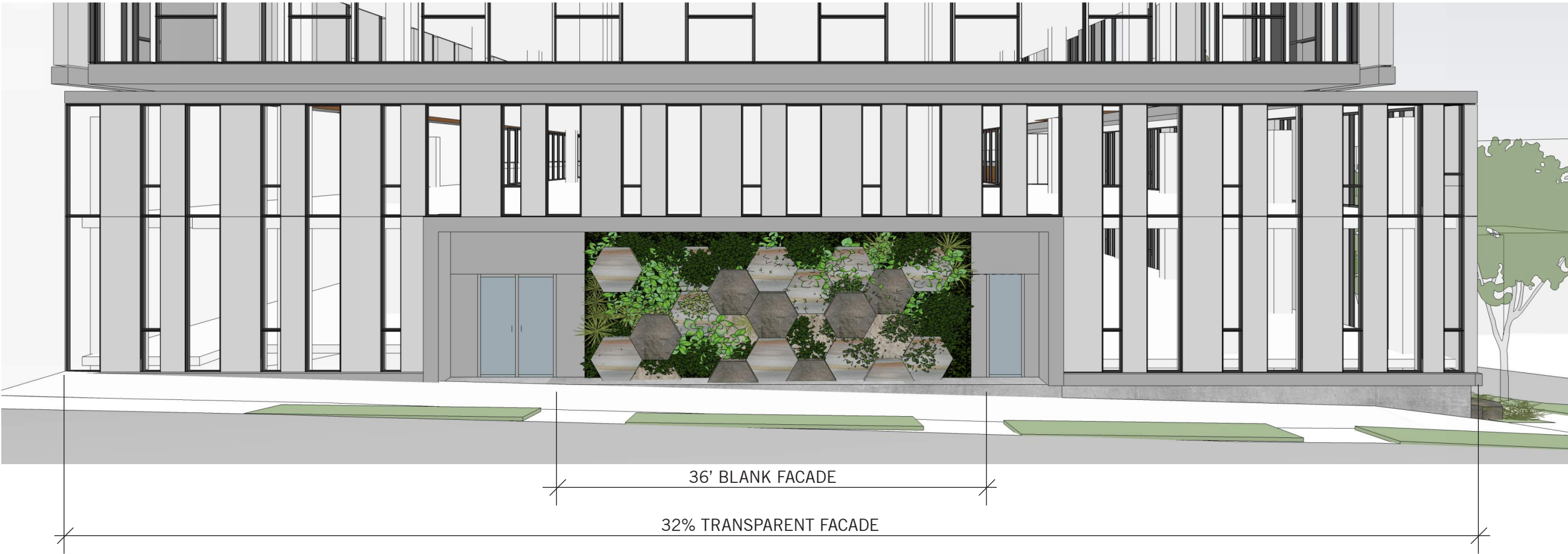
Per SMC 23.48.040.B.2, blank facades on Class 2 Pedestrian Streets are limited to segments 15 feet wide.

**Proposal**

The structure proposes a 36’ blank facade along Eastlake Ave E., in the form of a natural feature wall composed of stone and planting.

**Benefits**

The natural feature wall incorporates texture and greenery into this transit-oriented streetscape, in accordance with design guideline *CS1-D Plants and Habitat* and *PL1-B-3 Pedestrian Amenities*.





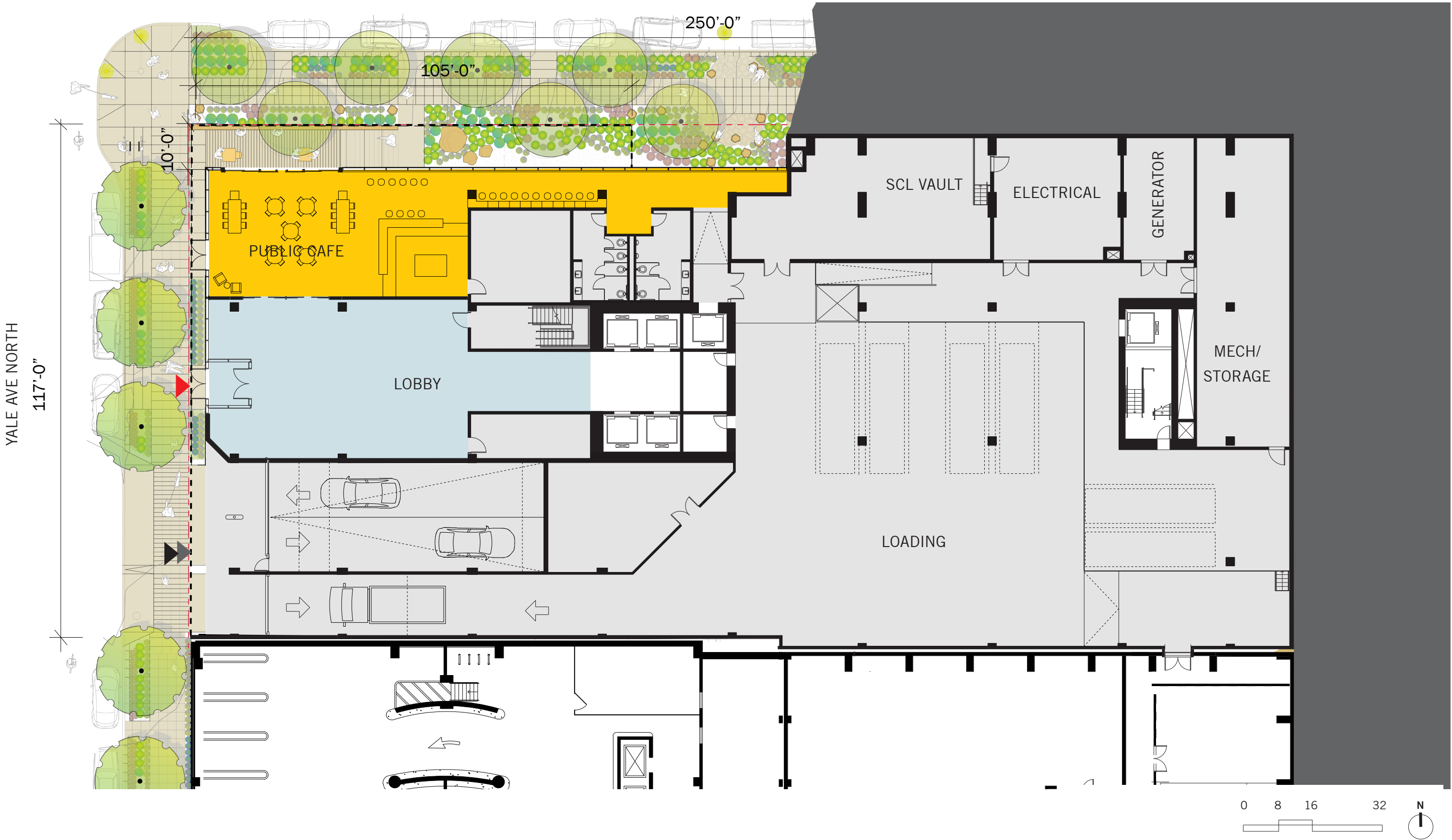
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# 06 / APPENDIX

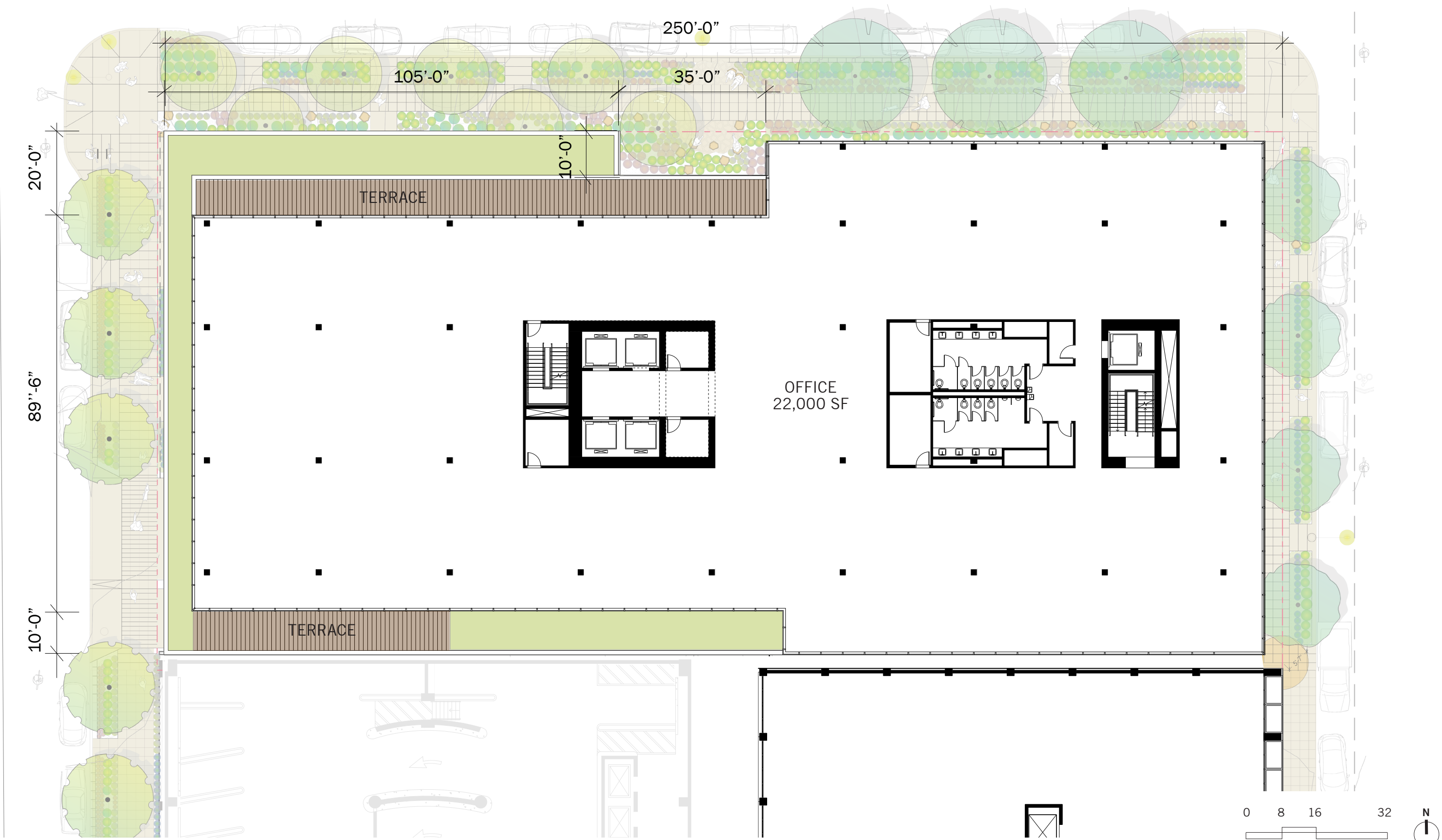




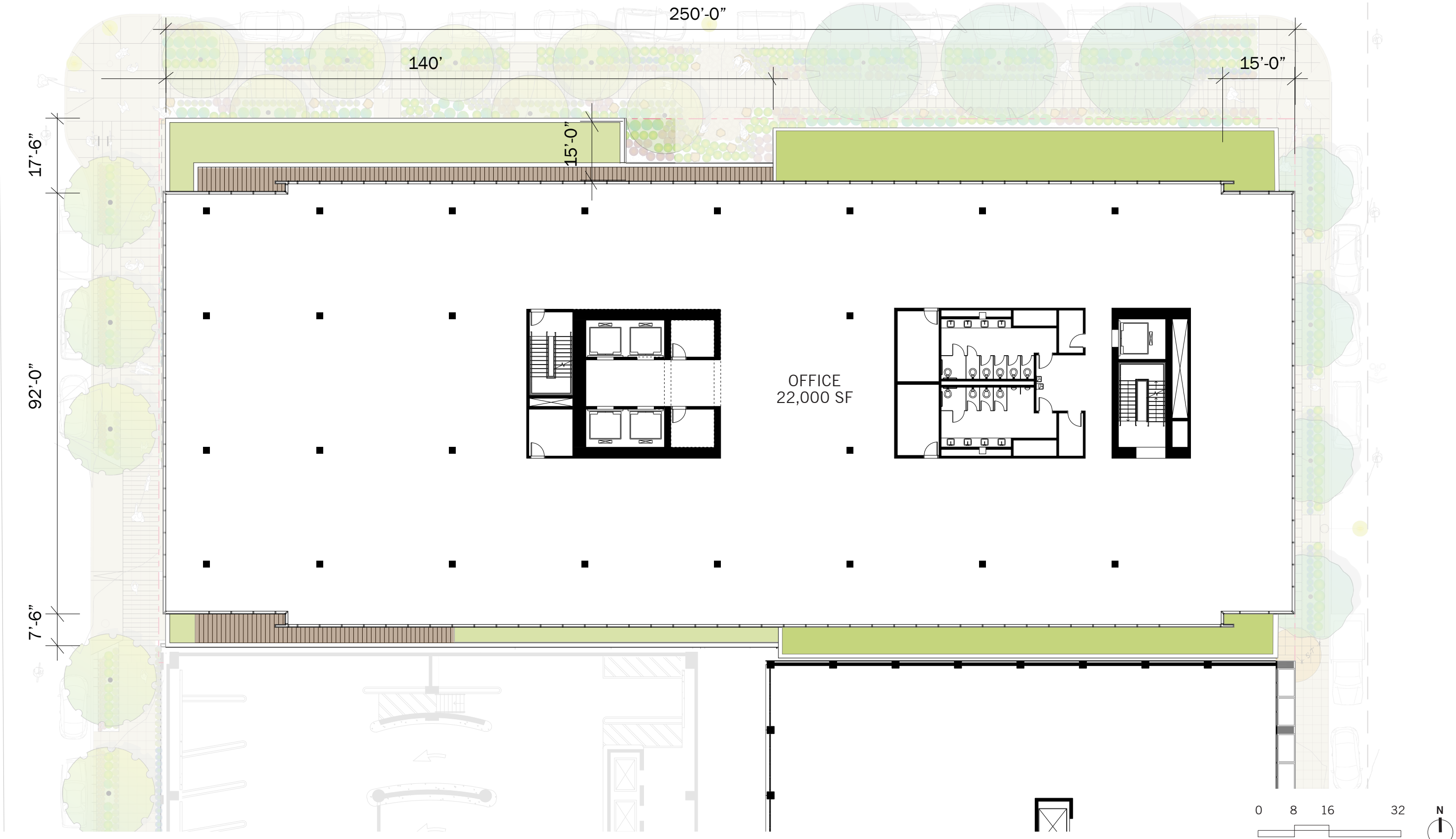




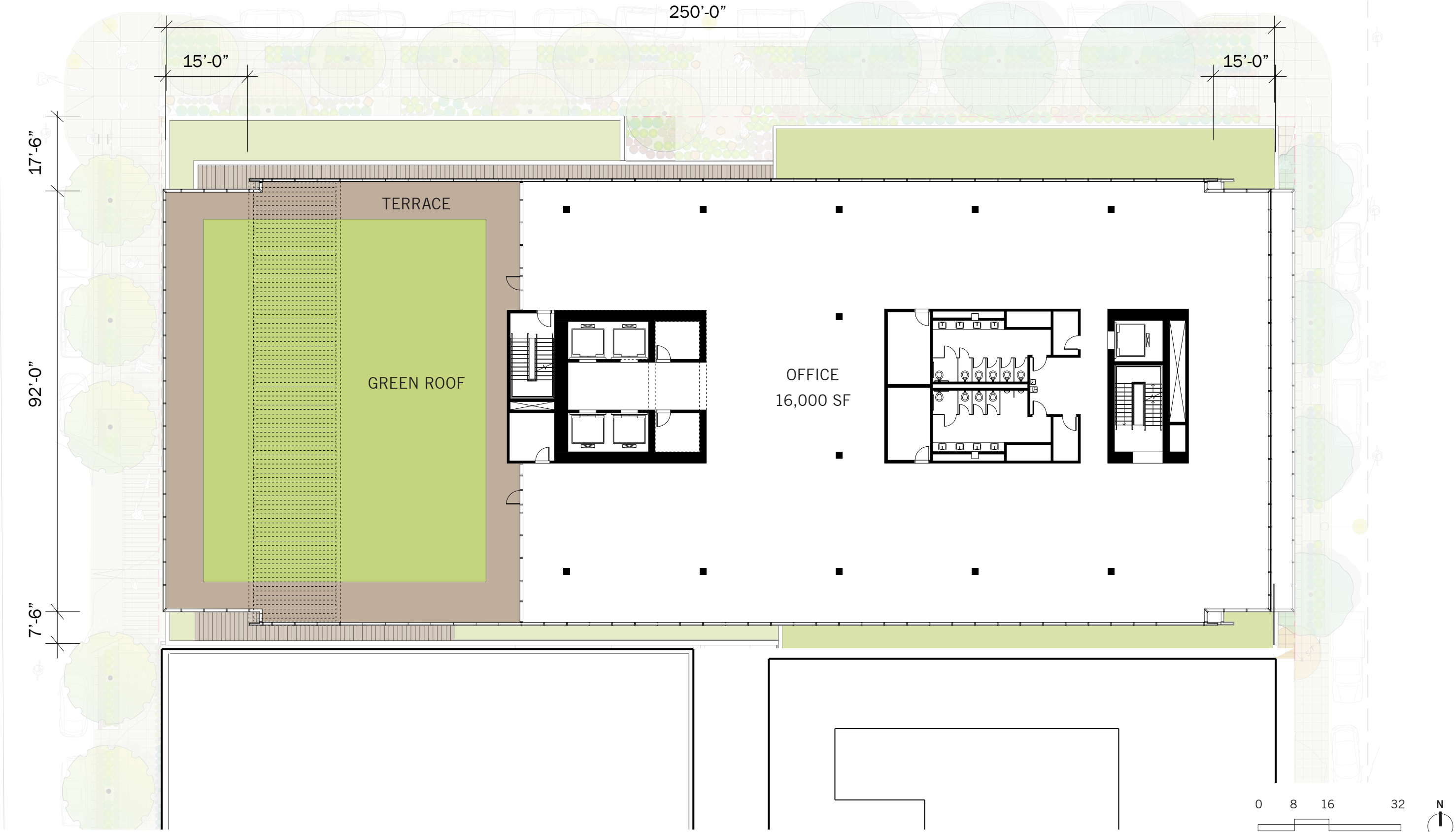




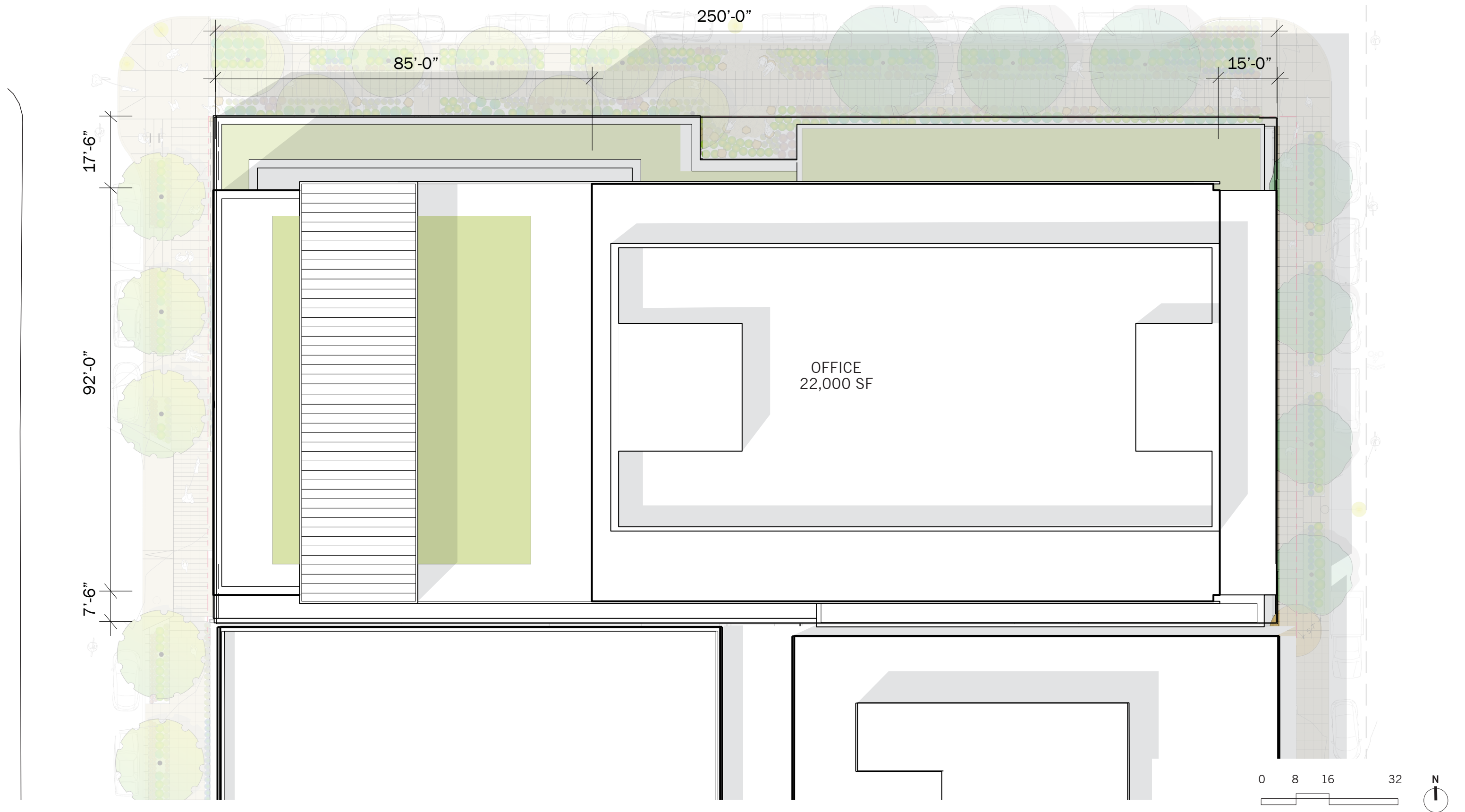




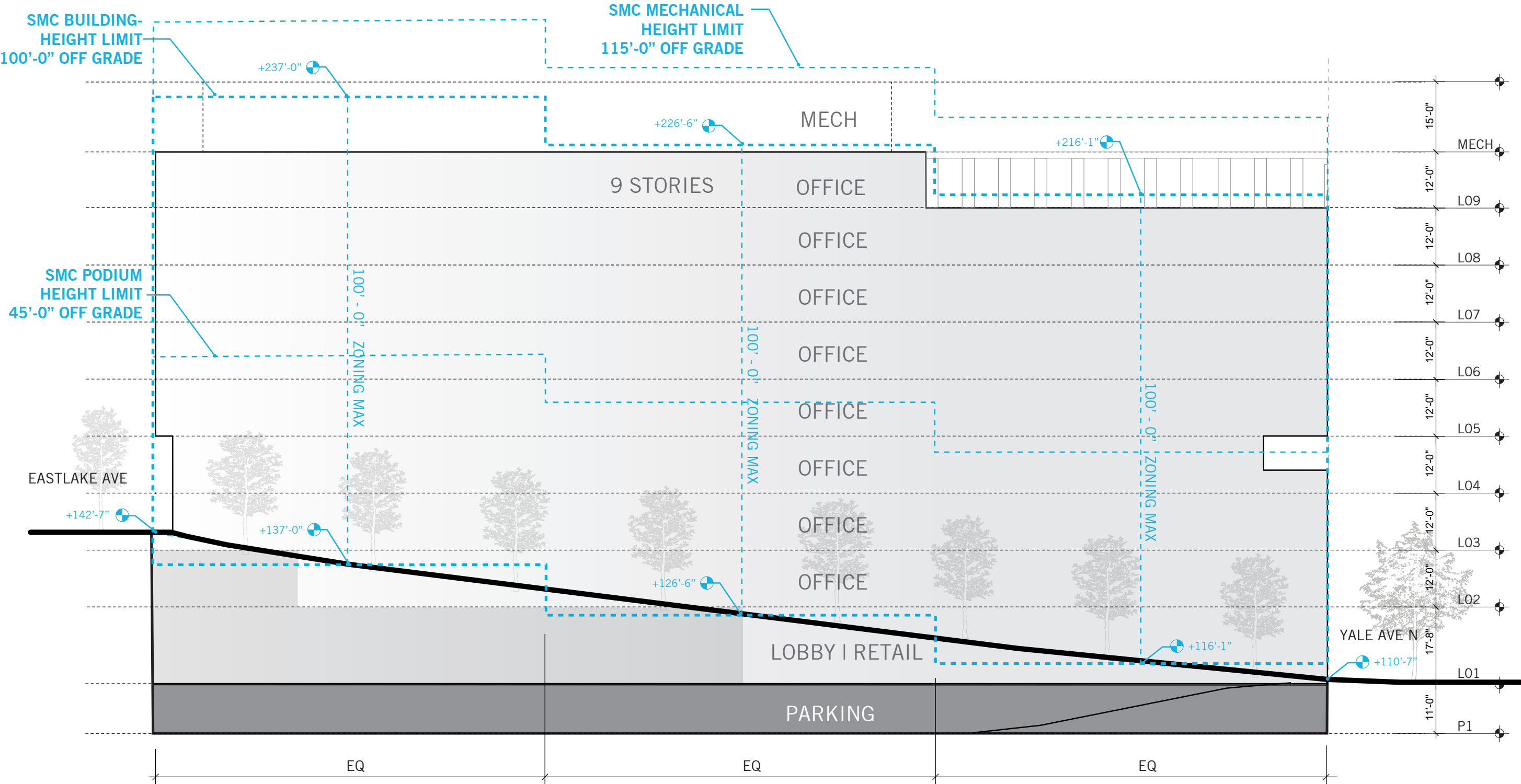




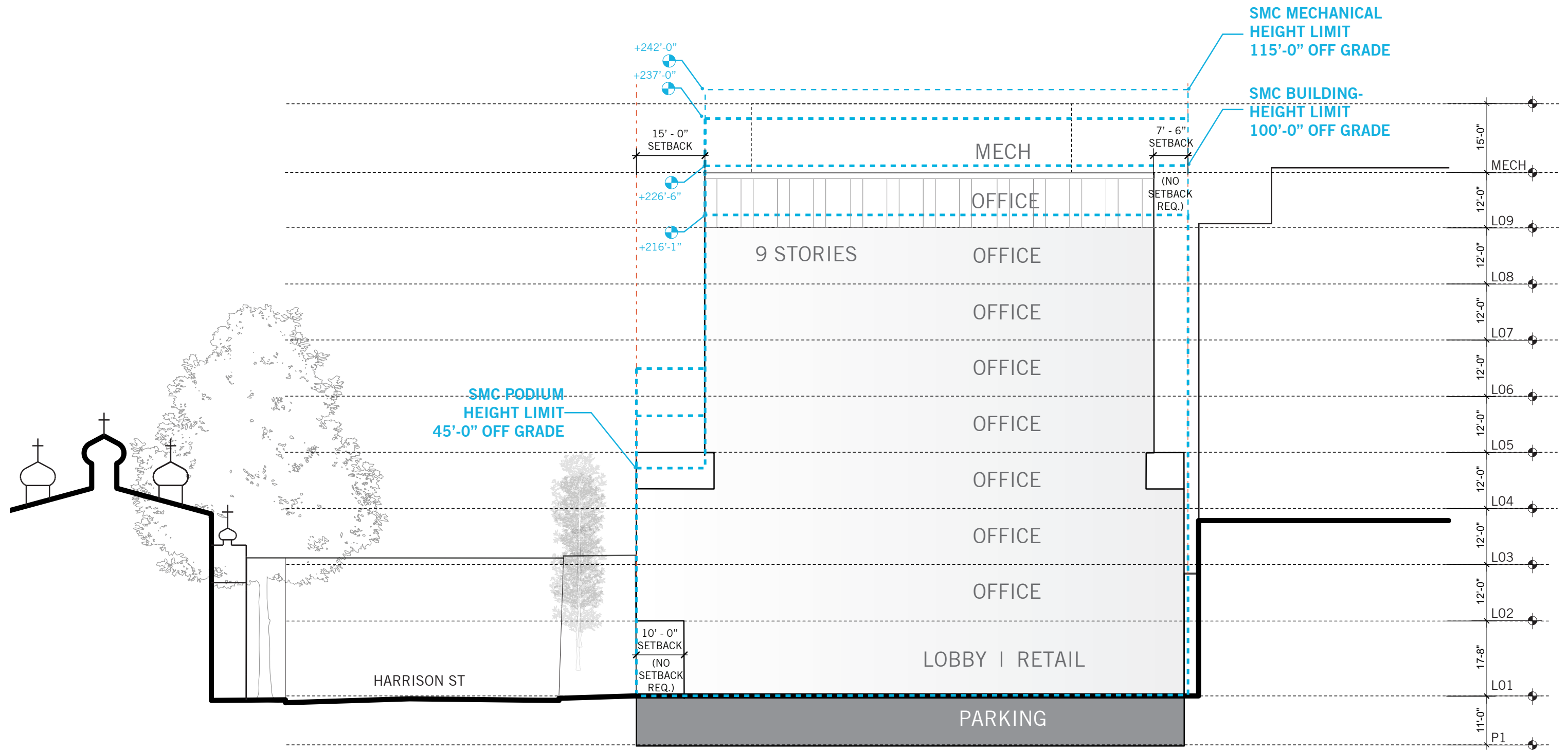






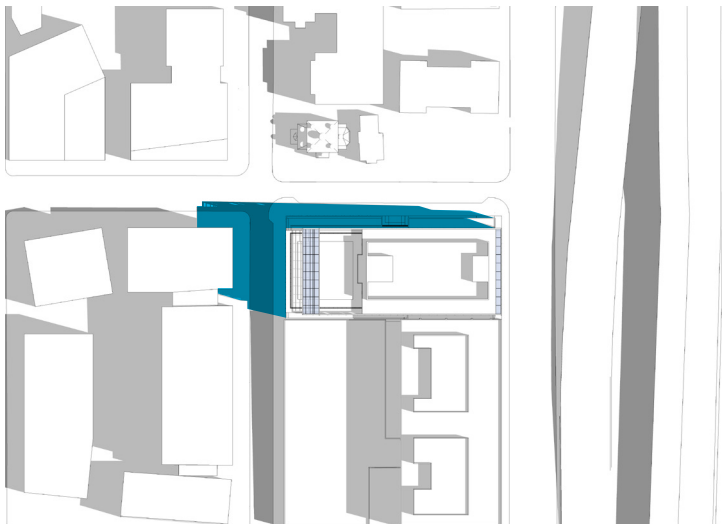








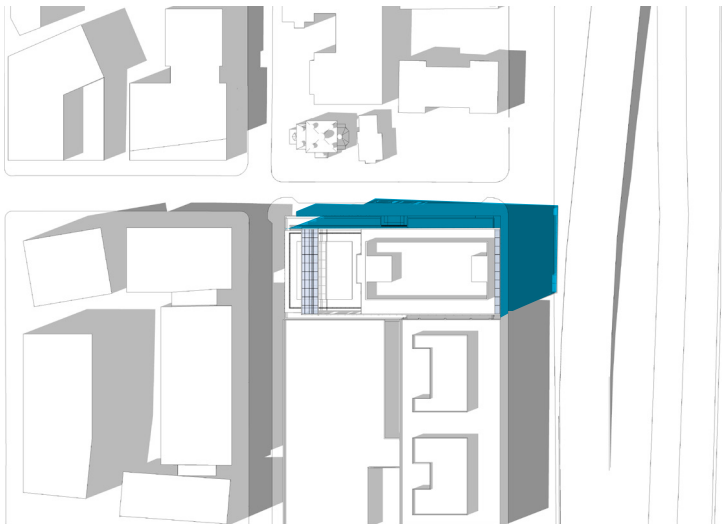
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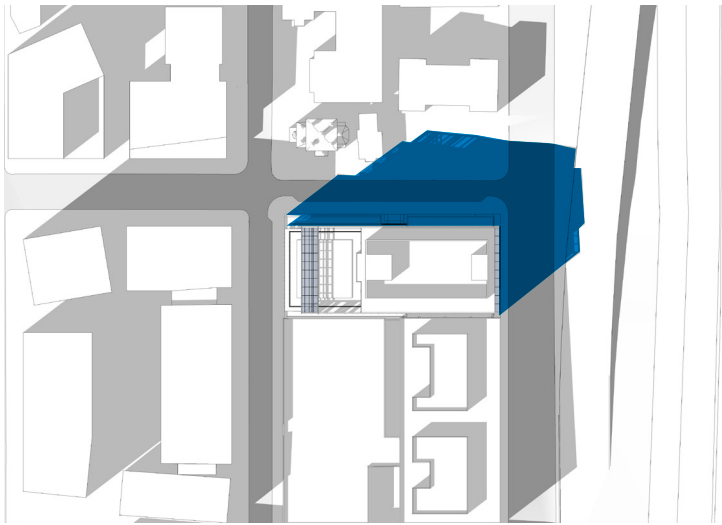
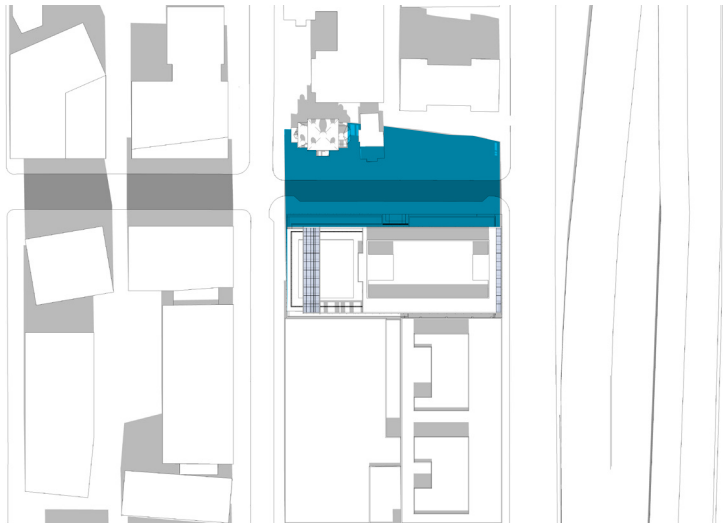
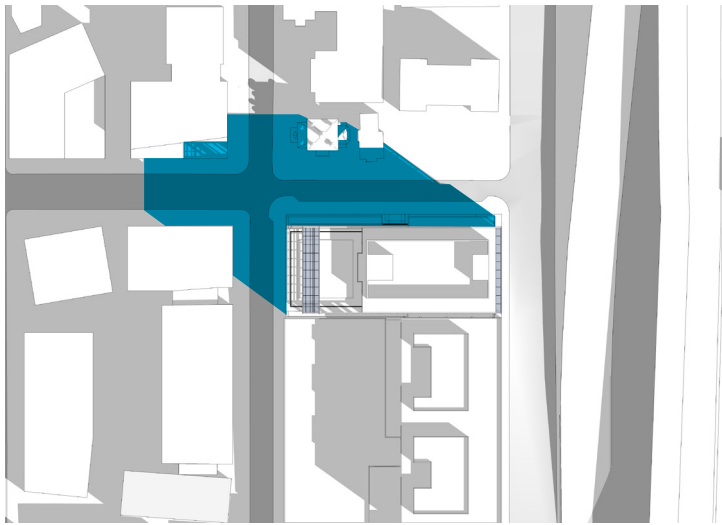
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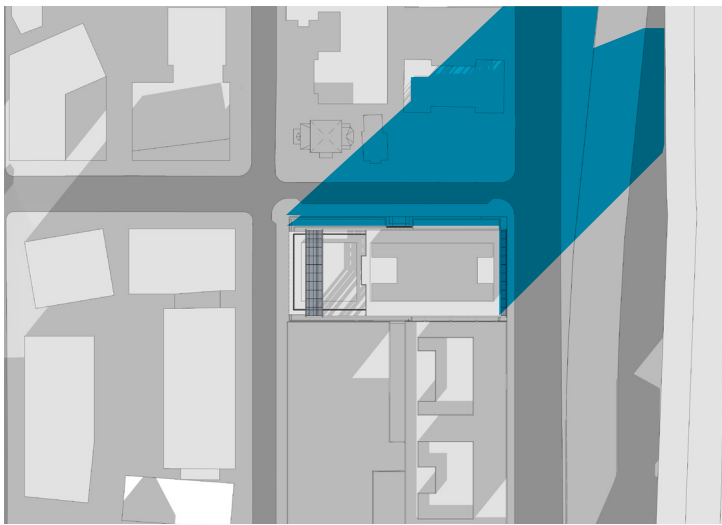
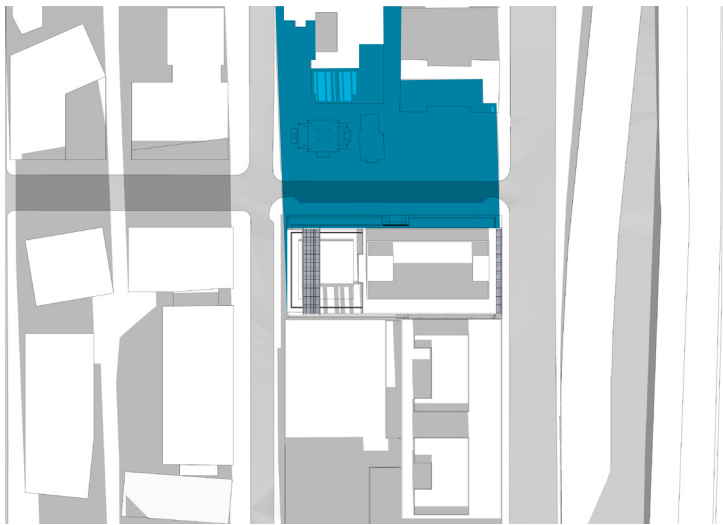
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SUMMER SOLSTICE  
JUNE



EQUINOX  
MARCH/ SEPTEMBER



WINTER SOLSTICE  
DECEMBER



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